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363 • September 2003

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Taking It Easy

A driver survived having her car hit by trains on two separate tracks (being knocked off one track onto another and then hit while on that track). She got into this messy situation only because she had followed **safe-driver** guidelines by pulling off the road to make a cell-phone call, but the place she pulled off onto was a railroad track. (Those safe-driver guidelines should be more specific, don't you think?)

Six candidates for city offices in a city that shall remain nameless (out of courtesy for those involved) misspelled their party affiliations in their official filing forms in January. Among the variations were **"Denocart,"** "Democrate," "Repbulican" and "Repucican." In fact, one of the city council incumbents had, four years earlier, also declared himself to be a "Democart."

A few little known, and of questionable value, items: A duck's quack doesn't echo, and no one knows why. On average, 100 people choke to death on **ballpoint pens** every year. And last, but not least, a snail can sleep for three years.

A public school principal who was an anti-alcohol crusader was charged with DUI after police saw her at 2:30 p.m. alongside a road, standing by her car, urinating. And a part-time professor was fired after she responded to negative student course reviews with an e-mail calling most of her students **"mental midgets"** and the most "homophobic, sexist, racist, lying shits I have ever met in my life." (Think she might have been a little out of control?)

On the brighter side of life, people in Kenya seem to be far more chivalrous than elsewhere. A woman dropped her cell phone into **a latrine pit.** There were three men nearby and one of them climbed down a ladder into the pit to retrieve the phone. But he fell off and suffocated. So the other two men (being the good people that they were), climbed down into the pit but also fell while trying to rescue the first one. A search crew brought up the three dead bodies four hours later—but no cell phone.

This one is right out of a movie. A man was hospitalized in fair condition after being run over. He had been lying down (deliberately) in the middle of a busy street in California as a protest against officer's **confiscating his RV,** which had just been involved in a minor accident. He refused to budge from the street so officers tried to shield his body for a while by blocking a lane of traffic with their cruisers. But along came one of California's notorious hot-pursuit police chases with the car, driven by a fleeing suspect, accidentally ramming the stopped cruiser, then driving over the man's body. The fleeing suspect then tried to straighten out his car and inadvertently ran over the man again before taking off. And you thought YOU had a bad day.

In Germany an organist began a performance of the late, radical composer John Cage's "Organ 2/ASLSP" (an acronym somehow derived from **"as slow as possible).** It was written to last 20 minutes, but thanks to technology and imagination, it will be performed over a period lasting 639 years. The first six months will be devoted to creating an organ's first note. The purpose of the performance is to contrast the piece with the frenzied pace of modern society. (I almost fell asleep just thinking about it.)

A guy was convicted of defrauding investors of $4.8 million. He wrote the **U.S. marshals** that he thought he had presented a strong case for his innocence and that, therefore, he wouldn't be reporting to prison as scheduled on May 2, but rather was going to a relative's place near Syracuse, New York, and that if he didn't hear anything more from the marshals, he would consider the case closed. He did hear from them; they looked him up and re-arrested him.

Fresh from our Mental Giant File: He was hospitalized briefly after being wounded by the .22-caliber bullet he was fooling around with. He said he was trying to remove the gunpowder by smashing the bullet's casing against the floor. Now get this—he needed the gunpowder because he wanted to mix it **into his dog's food** to make his dog meaner.

Here are some potential *Guinness Book of World Records* candidates: A man who pulled a sedan 47 feet with cables attached only to his eyelids. A man who propelled a coin more than 10 feet by using his **elastic-like earlobe** as a rubber band. And last but not least, a man who was certified to have the longest ear hair in the world (4 inches).

A not-too-bright robber carjacked three people at gunpoint and made off with their Acura which apparently contained one of the **best stereo systems in town.** But when he got home with the car, he found he had to call the victims and asked, "I don't want there to be hard feelings, but, hey, how do you hook up your amp?" The police traced the call to the robber who happened to live across the street from the scene of the carjacking.

Here's proof that human beings just don't care anymore. A man was murdered at a gas station on a busy street in Washington, D.C. **A fellow gas-pumper** (apparently indifferent according to the surveillance tape) stared at the body, finished pumping and drove off.

And we leave you with this: When you make a mistake, make amends immediately. It's easier to **eat crow** while it's still warm. And one more thought: If you woke up breathing, congratulations! You have another chance.

Easyriders® ENTERTAINMENT FOR ADULT BIKERS • NUMBER 363 • SEPTEMBER 2003

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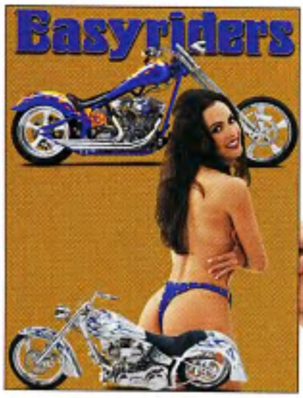

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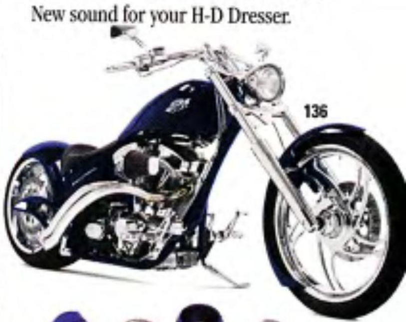
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The next liver-quiverin' issue goes on sale Sept. 9th, 2003. **Printed in the USA.**

www.easyriders.com

Easyriders® magazine ISSN 0046-0990 Number 363. September 2003. Vol. 33. *Easyriders®* is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX (818) 889-1252, Web site: http://www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices.

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The Audit Bureau

The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1-3) of the pertinent Regulations.

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Newsstand Distribution
Curtis Circulation Company
730 River Rd., New Milford, NJ 07646

Paisano Publications, LLC
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WordMonger

Denver Bike Show

Hey, bro, why was the Easyriders bike show in Denver skipped over in your mag? I'm a custom painter in Denver and had 19 of my custom paint jobs in that show. You can't believe how disappointed I was when it didn't make press. What gives?

Marshall Canafax
Denver, Colorado

Every year we add new Bike Shows to our schedule. If we ran them all in Easyriders *we'd be self-promoting one of our events in every issue. For that reason, we only put the biggest shows in* Easyriders *and share some of the smaller shows in* V-Twin, Biker *and* In The Wind. *Getting your custom paint in our rag is easy. Just send us pictures and contact info.*

Not So Rare

I'm writing in response to the "Readers Rides" article in the June '03 issue (Frank Theide of Westford, Mass.)

His 2001 Dyna Wide Glide is not as rare as he thinks it is. The paint job is a radical factory Harley-Davidson paint job that was dealer installed. The reason I know this is because I have a 1998 Dyna Wide Glide with a 2000 radical factory paint job that is No. 88 out of 100. One of these paint jobs was damaged in shipping so only 99 paint jobs exist.

I've also put on a narrow belt kit from Iron Horse Custom Cycles and a set of his custom wheels, White Brothers Porker Pipes, Softail Custom upper tubes, Dyna Wide Glide sliders that have been chromed, 11-inch shocks in the rear, and lots of other chrome goodies.

Here's a picture of my bike. Enjoy.

Chuck Hall
Elyria, Ohio

Ouch!!

People must be running out of practical ideas for custom scoots. Case in point: That "Misbehavin'" scoot (May issue) has a nifty little nut removal tool in the front seat. One sudden stop and there they go!

Bob Rose
Apache Junction, Arizona

Don't Pierce Anything

Right on, man ("Don't Pierce Anything A Pirate Wouldn't"—June '03). Someone else who thinks like me. I don't feel so alone in this world any more.

As for the menace to society, you can't be too menacing if someone's got a hold of that nose ring of yours. They don't put rings in 2,000-pound bulls to pretty 'em up.

Dan Rodriguez
Shawnee, Kansas

Not The Same

Hopefully, you'll include the attached photo in your next issue. The first man in the first row, Rich Foster, is currently fighting proudly for our country as a Marine overseas in Iraq. This photo was taken at "The Maples" in Manorville, Long Island, the night before he was deployed. I would love to send Rich a copy of *Easyriders* with his and his friends' photo in it. All of us ride together every weekend across Long Island, and without Rich it's not the same.

God bless our troops and America.

Paul Jahrsdoerfer
East Patchoque, L.I., New York

(People in the photo:
Back row — Mike, Jerry, Sean, and Paul.
Front row — Rich and Bob)

A Special Thanks

I would like to give a special thanks to Salt Lake Easyriders and a couple of their employees who helped out a great deal during a bad time for me and my family.

My husband died in November 2002, and on the day of his services I didn't have an urn to put his remains in. My son and I were frantic—so I said, you know how Dad loved his Harley, let's stop and see what we can find. I went to the store and was greeted by Rick, Jesse, and Duke. When I explained my situation, they told me to come in the back where they gave me a Harley gas tank to put my husband in.

So I'd like to give them a very special thank you for allowing my husband to go out in style.

Gabbi Loya and Family
Salt Lake City, Utah

Standards

I read the article "Double Standards" in the May issue which discussed the New York Police Department changing its policy on the use of seatbelts for police officers. The writer Twiggy has apparently never known or even associated with a police officer other than on the side of the road and seems to have a bitter taste in his mouth. I'm a police officer and would like to clear up some misconceptions of police work.

Let's begin with the seatbelt issue. Most normal people go to work and sit at a desk for the majority of their day. Well, the police officer's desk is a car. We do not expect you to put a seatbelt on or take one off every time you sit or leave your desk. As a police officer, one of the most dangerous things we do includes pulling over vehicles. We don't know who the occupants are, what they might have in the vehicle, or what frame of mind they may be in. One of my biggest concerns is being shot in my patrol car while attempting to get out, but I cannot get out because of my seatbelt. Most officers do not like perpetrators to get away nor would they like to be shot at while sitting in their car, inhibited by a seatbelt. I'm not saying it's okay for you to wear a seatbelt and we are exempt. I am just letting you know our viewpoint.

The other issue that gets under my skin is the fact that people believe police officers drive fast everywhere they go—for no reason at all. This is a misconception that most people have today. Police officers answer hundreds of alarm calls a day. When an alarm at your house goes out, police policy says to go to the call without lights and sirens due to the number of alarm calls police departments handle. Officers try to get to the house as fast as possible in order to ensure the safety of your house and your property. Due to the time lapse between when the alarm went off and the time we are able to arrive at your house (if we had to follow all traffic regulations you desire), the burglar has made off with your TV set, your DVD player and all your *Easyriders* magazines and videotapes. Then who are you pissed off at? The police?

His article is a normal reaction of a citizen who listens to "my friend said this and my friend said that," instead of getting the facts and knowing what they are talking about. Police officers are not gun-toting, fast-driving, no-seatbelt-wearing menaces to society. People should keep ignorant opinions to themselves unless they have worked our streets or walked in our shoes. You would probably feel the same as me if all people in the United States suddenly decided that it was a "double standard" for people in cars to wear seatbelts, while people on motorcycles do not have to!

Officer Franklin
Atlanta, Georgia

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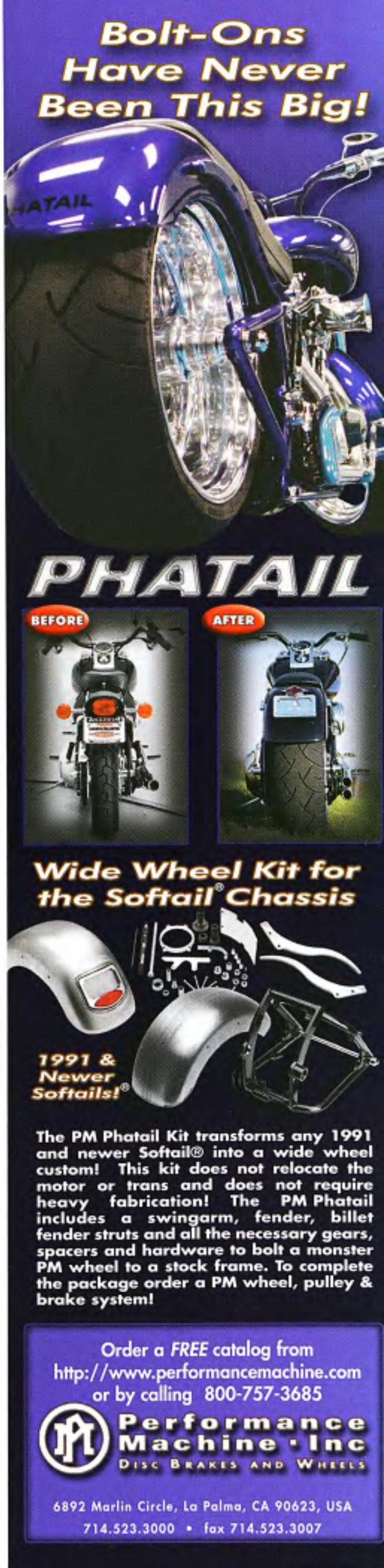

KC CREATIONS AND MID-USA

Promo Perfect

Doesn't look much like a "kit bike," does it? That's because it isn't, but then again, well, maybe it is. Sort of. Confused? Don't be. Here's how this vibrant blue softail-style blazer came to be.

Every so often, as they come up with some new hardware that needs exposure, MID-USA contracts a pro builder to put together a bike showcasing those just-introduced catalog bits. "And for the past few years," says Kim Suter of KC Creations in

Overland Park, Kansas, just outside Kansas City, "we've been lucky enough to be chosen to build those bikes." What we're looking at here is the latest. And this time, during the early months of '02 when this bike went together, MID-USA had just come out with their own line of frames and front ends, their new Powerhouse 114 engine, and a matching MID-USA 6-speed transmission. All that's incorporated in this chopper.

"And we're pretty happy with the way it all turned out, too" says Kim. Building a knockout custom, and satisfying the needs of a corporate customer with it, can become a regular tightrope act, he says. Understandably, a parts distributor like MID-USA doesn't want its hardware altered all that much during a promo-project. The idea, of course, is to highlight those new parts as they're offered. From the builder's standpoint, though, that demand turns the job into that delicate balancing act; you want to construct a truly custom motorcycle that'll get noticed, but not have it end up looking like a bolt-together kit, although that's sort of what it's supposed to be. Hence that kit/non-kit qualifier. "So what we try to do," says Kim, "is just point out what's possible using those parts in the MID-USA catalog. Treat 'em as a starting point. It seems to work, and everyone stays happy." Rightfully so.

MID-USA couldn't have picked a better shop to do the pointing. KC Creations has been in business for eight years but, "I have been messing with motorcycles since way back in my high school days," says Kim. Trying to keep things low-key

and easy at the start, Kim began his business with just one helper. Well, since then he's had to move three times, always into bigger facilities, and today KC Creations has grown to become the Easyriders Kansas City store (recently renamed simply KC Creations), and that "low-key and easy" operation now covers more than 10,000 square feet. There are more than a dozen employees, too. In addition to the retail store, KC Creations is a dealer for Indian and Big Dog, and back in the shop the guys do all the service work and put together creative custom motorcycles on a regular basis.

They had been doing about a dozen or so ground-ups a year, but that number's ramped-up, too. With less than half of 2003 in the books (as this is written) they're already putting the finishing touches to No. 16. Between that retail store, the service operation, and the custom-bike building KC Creations "stays busy all year long," says Kim.

But back to this engine/trans/frame promo package. To keep things interesting KC Creations mixed in a fair amount of their own parts with that highlighted MID-USA hardware, blending it all together with a pretty savvy touch. The wheels on this one, for instance, are KC's own. "We call 'em the 50 Calibers," says Kim. They make up some 3-spokers, too. They're the 30 Calibers. And while the guys at KC did stick to the catalog and their corporate command for the most part, they rubbed on those off-the-shelf parts a little, too, embellishing what they began with. The gas tank, for example, is one of MID-USA's stretched offerings, modified to really make an impact.

The filler cap was relocated, "and we

added about 5 inches to the back, reshaping it a little," explains Kim. KC Creations also created the internally strutted rear fender, starting with a Russ Wernimont piece, and since this Kansas shop has its own in-house painting department, the bike was painted and detailed right there. The four guys mixing and shooting the colors are some obviously talented artists, too, equally adept with a spray gun and an airbrush.

When it was all done Kim ended up riding the bike quite a bit as he showed it off for MID-USA, "and lovin' every mile," he says. The new softail-style frame with its Progressive Suspension, coupled with the new MID-USA springer front end, worked wonderfully. The Powerhouse 114 engine and its 6-speed transmission never missed a beat, either. And it all came together none-too-soon, at least as far as MID-USA was concerned. Not that it was Kim's fault.

Notice those graphics on the oil tank? You might remember that tongue-in-cheek slogan from MID-USA's advertising campaign shortly after the Powerhouse 114 was introduced. Apparently, the design, development, and production of that engine package took a little longer, and cost a little more, then MID-USA would have liked. "They even had T-shirts made up with that 'About F'n Time!' logo," says Kim. It was worth the wait, though. One look at this bike proves that. Once again, KC Creations had pointed the way and left the message. "Kit bikes" don't have to stay that way.

To get your own KC Creation, call Kim Suter at 913-642-3279.

—Joe Kress

Owner: ....KC Creations
City: ....Kansas City, Kansas

General

Fabrication:................KC Creations
Year and make:..2002 KC Chopper
Model:..................Powerhouse 114
Assembly:..................KC Creations
Time:...............................7 months
Chroming: ....A&A Plating

Engine

Year and model: 2002 Powerhouse
Rebuilder: ....MID-USA
Ignition: ....MID-USA
Displacement:......114 cubic inches
Lower end: ....MID-USA
Balancing:........................MID-USA
Pistons:............................MID-USA
Cases: ....Powerhouse
Heads:................Powerhouse Billet
Cam: ....MID-USA
Lifters:............................MID-USA
Carb(s): ....Mikuni, 48mm
Air Cleaner:......Paul Yaffe Originals
Pipes: ....Samson

Transmission

Year:.......................2002 MID-USA
Shifting: ....6-speed, foot
Engine sprocket:......................BDL
Trans sprocket: ....BDL
Wheel sprocket: ..RC Components

Paint

Molding: ....Jason
Painter: ....Scott Thomas
Color/type: custom-mix blue, PPG
Special paint: ....by Scott & Jon

Frame

Year: 2002
Builder: ..MID-USA/Rolling Thunder
Type: ....softail-style
Rake: ....42 degrees
Stretch: ..2 inches out, 6-inches up
Shocks: ....Progressive Suspension

Accessories

Bars: ....MID-USA
Risers: ....integral
Fender(s):.............Arlen Ness/KCC
Headlight:.....................Headwinds
Taillight:...........Paul Yaffe Originals
Speedo:....................Dakota Digital
Pegs: ....Excel
Electrics: ....by Paul Harper
Gas tank: ..MID-USA/KC Creations
Oil tank: ....MID-USA
Oil system: ....MID-USA
Primary cover:.........................BDL
Seat: ....LePera
Mirrors/Grips: ....Excel

Forks

Type: ....Custom MID-USA springer
Extension: ....10 over
Builder:..MID-USA/Rolling Thunder

Wheels

Front

Type: ......KC Creations .50 Caliber
Size: 21-inch
Rim width:.......................2.15-inch
Tire: ....Avon
Brake: ....RC Components

Rear

Type: ......KC Creations .50 Caliber
Size: 18-inch
Rim width:..........................8.5-inch
Tire: ....Avon, 250
Brake: ....RC Components
Photos: ....Michael Lichter

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THE ULTIMATE CHOPPER

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Get *your* motor running, and order today.

The precision engineered 1:10 scale die-cast model shown smaller than actual size of 10¼" in length.

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THE FRANKLIN MINT
FRANKLIN CENTER, PA 19091-0001

Please enter my order for The Ultimate Chopper, the precision model of the customized Harley-Davidson® chopper from the motion picture *Easy Rider*. I need SEND NO MONEY NOW. I will be billed in 3 equal monthly installments of $45.* each, with the first payment due prior to shipment.

**Plus my state sales tax and a one-time charge of $7.95 for shipping and handling.*

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Please mail by September 30, 2003.

MR/MRS/MISS ____________________ PLEASE PRINT CLEARLY.

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CITY ____________________

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TELEPHONE # (______) ____________________

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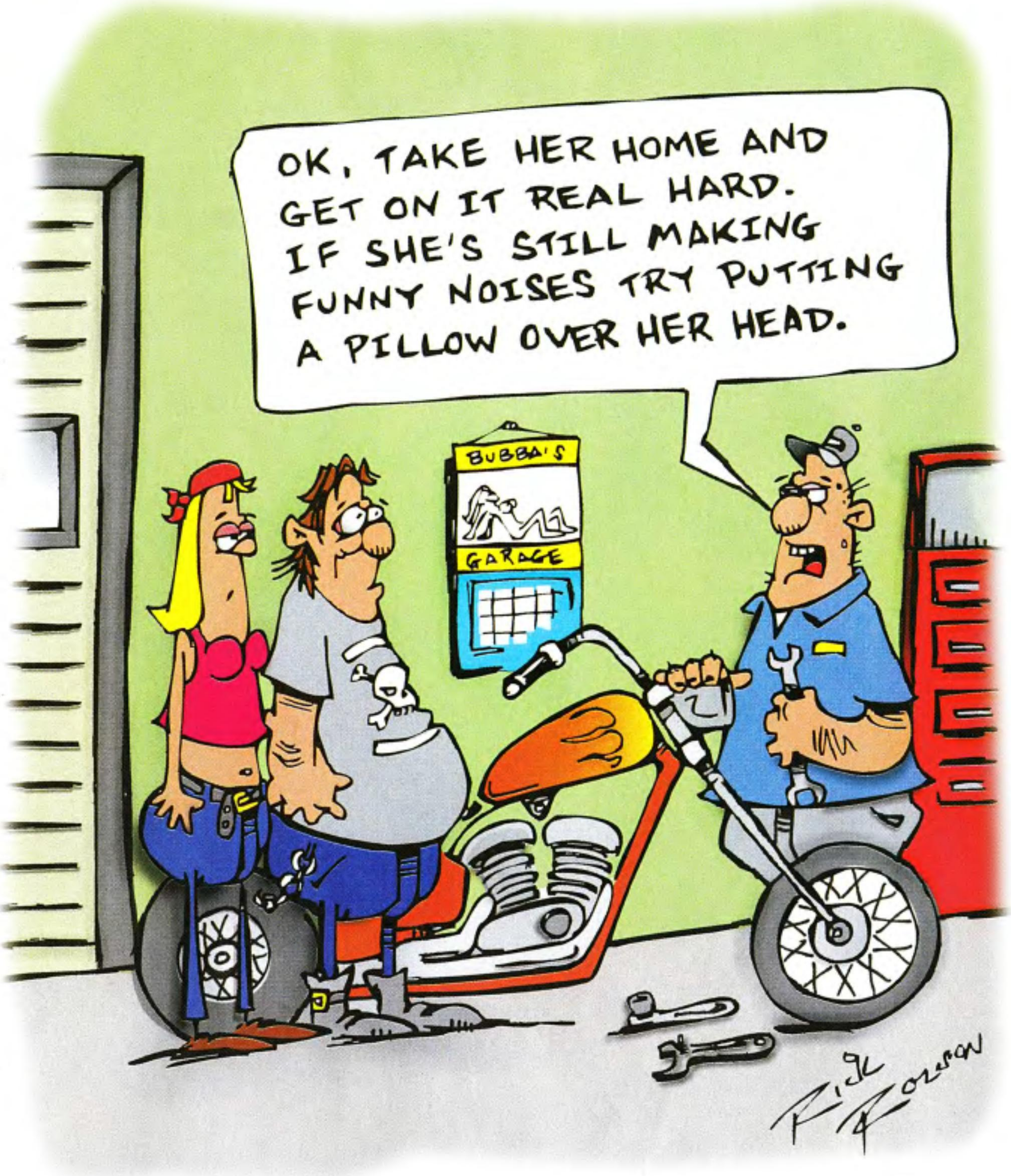
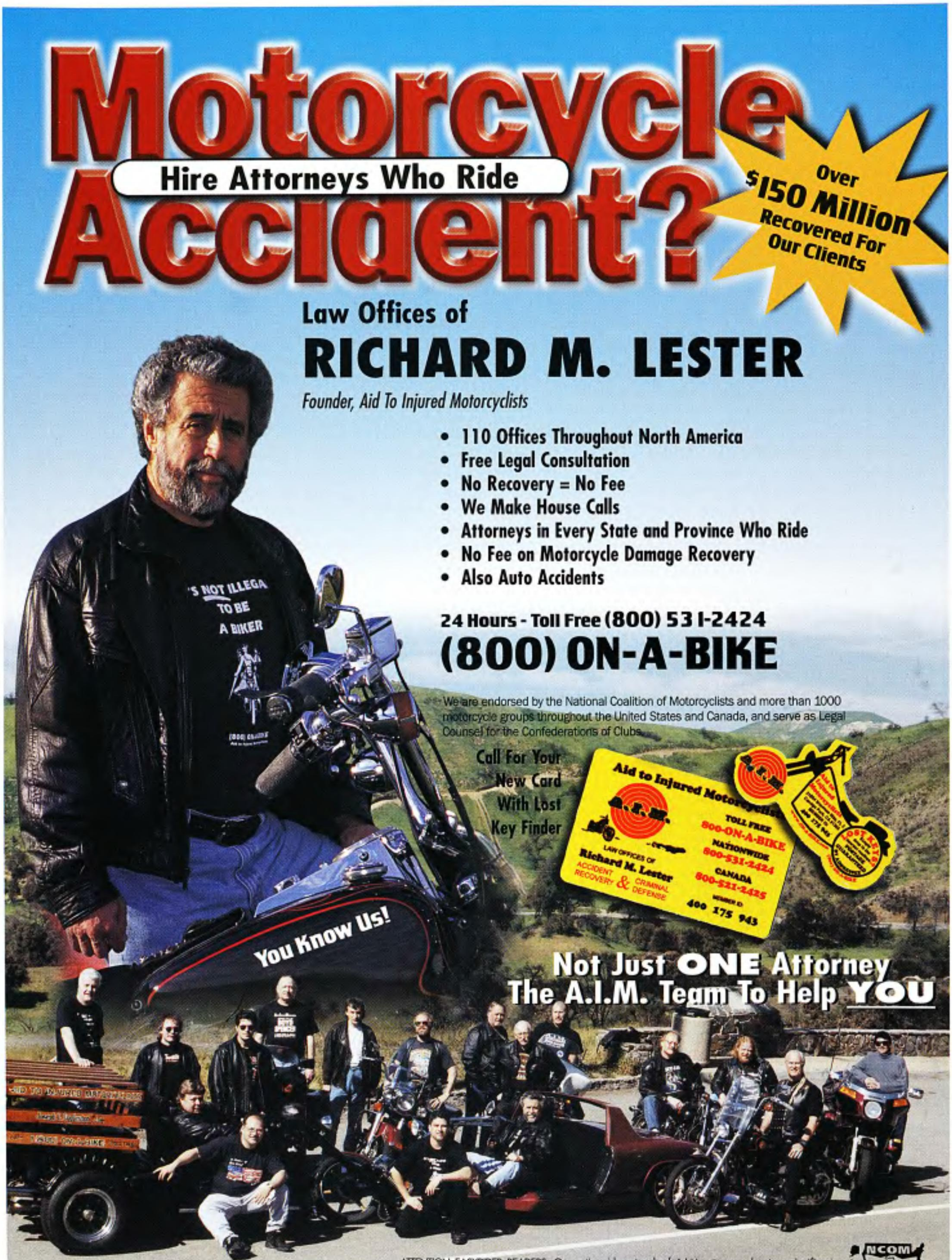
www.franklinmint.com
AOL Keyword: Franklin Mint


OK, TAKE HER HOME AND GET ON IT REAL HARD. IF SHE'S STILL MAKING FUNNY NOISES TRY PUTTING A PILLOW OVER HER HEAD.
BUBBA'S
GARAGE



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NCOM

PartsBox

Chica's New Mini Z-Bars From Custom Chrome

Born in Japan and based in Southern California, custom bike builder Chica now offers a growing number of distinctive motorcycle accessories such as these Mini Z-Bars.

You will need to measure the width of your existing risers against the center width of these bars before ordering. The Chica Mini Z-Bars feature a slight forward rake and can be seen on the builder's Ace and Joker custom bikes, featured on the Chica Web site. Retailing for $174.99, the Chica Mini Z-Bars bars are available in chrome only and two versions: CCI-No. 650007 (non-dimpled), CCI-No. 650014 (dimpled, for stock hand controls) from Custom Chrome.

See your Custom Chrome dealer or log on to www.chicacustom.com for more information.

Chrome Throttle And Idle Cable Covers From Küryakyn

The one sore spot most throttle and idle cables share is the plain, raw steel elbow that's directly under the throttle control. With the passage of time, these two parts get more and more dull, corroded and nasty looking. You know what we're talkin' about and it just won't do for your sweet custom scoot, will it? To remedy the problem, Küryakyn now offers a chrome cover set that installs in minutes to transform this sore spot into a beautiful, chromed detail. The parts fits all '82-'03 H-D throttle and idle cables with 90-degree elbows and retails for $39.95.

For more information contact your friends down at Küryakyn by calling 800-843-7896 or visit their Web site by riding the Internet over to company's site at www.kuryakyn.com.

HoseLock Clamps From Pi-Thon

Pi-Thon Design now offers a new hose-sealing device, one that was designed to combine function with good looks. The basic Pi-Thon HoseLock is a 3-piece billet aluminum compression fitting, consisting of a center compression ring and two outer body halves that thread together. When tightened, the HoseLock compression ring cinches securely around coolant hoses, low-pressure fuel lines and almost any other connection where you would normally use a hose clamp.

Pi-Thon HoseLocks are available in several finishes in a variety of colors. Diameters range from 1/4-inch all the way to 4 inches and are even available in custom sizes and configurations. For more information see Pi-Thon's Web site at www.pi-thon.com or call Pi-Thon Design toll-free at 888-474-8466.

Paramount's Wide Tire Frames

Paramount Custom Cycles tells us that their existing line of SS and HCH frames can house rear tires up to 280mm on a 10-inch rim with a 1 1/8-inch left-side belt drive. Based on the HCH rigid frame, the 280 Matador featured here was built by PCC owner Aaron Greene and his crew.

PCC frames come standard with the company's patent-pending offset bearing support system, which keeps a left-side drive chassis balanced while being able to hold a 230-280mm rear tire.

Available through Drag Specialties. See more at www.paramountcycles.com or call them at 775-324-2445.

New Front Ends From Pro-One

Both the sleek Pro-One Millennium and Pro-One Fat Tree models provide custom builders with contemporary styling and modern handling characteristics. Pro-One forks feature hard-chromed 41mm tubes, Pro-One chrome billet lower legs, contoured Millennium or Fat Pro-One chrome billet fork clamps, flush-mount axle, handlebar damper kit and all the necessary mounting hardware. Pro-One wide drive-style forks measure 32 inches from the top of clamp to the axle center.

These exclusive forks are available in a variety of styles with smooth or ball-milled trees and lower legs, and with or without integrated turn signals. Pro-One's new front ends are set up for single disc applications and are easily converted for duals with the use of a Pro-One dual disc conversion kit. Pro-One also offers their own universal fork stop and internal lock kits.

Pro-One's front ends retail from $1,319.95. Call 800-884-4173 for more information or log on to the company's Web site at www.pro-one.com.

Pro-One Millennium

Pro-One Fat Tree

MILWAUKEE IRON
110 Ramsey Place,
Lynchburg, Virginina 24501
434.385.1044
fax: 434.385.1046

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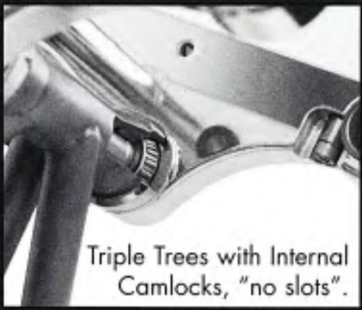
Triple Trees with Internal Camlocks, "no slots".

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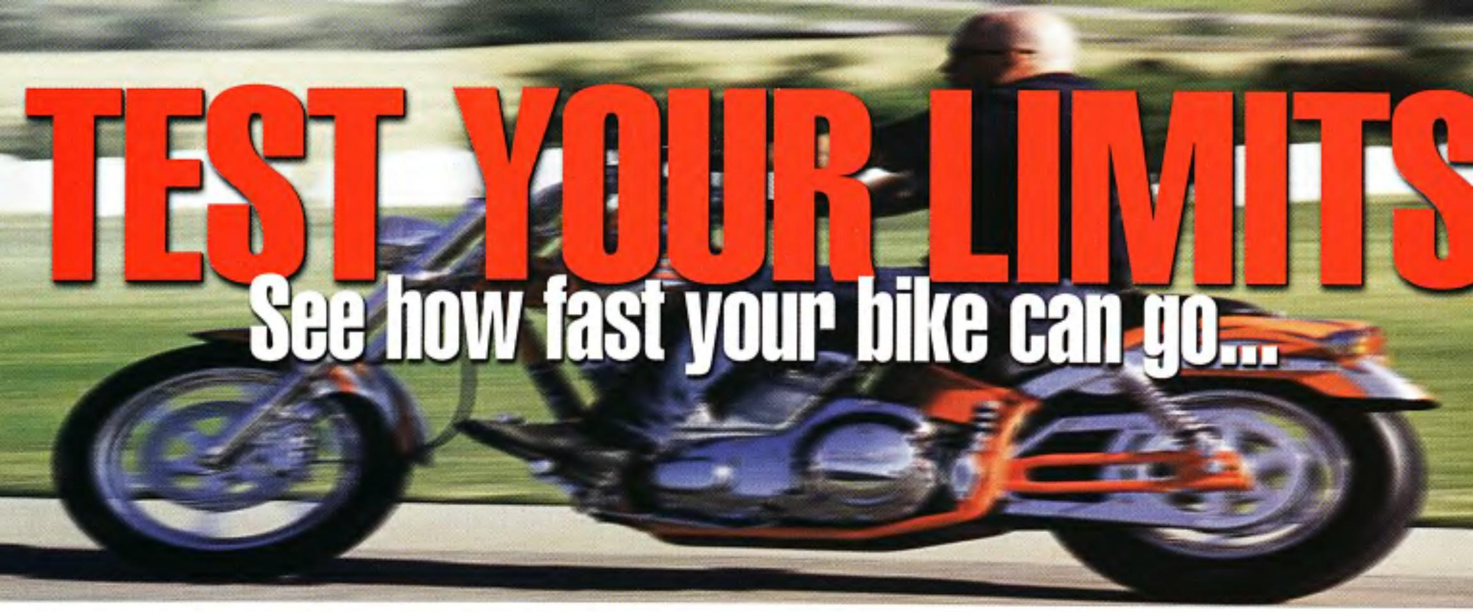
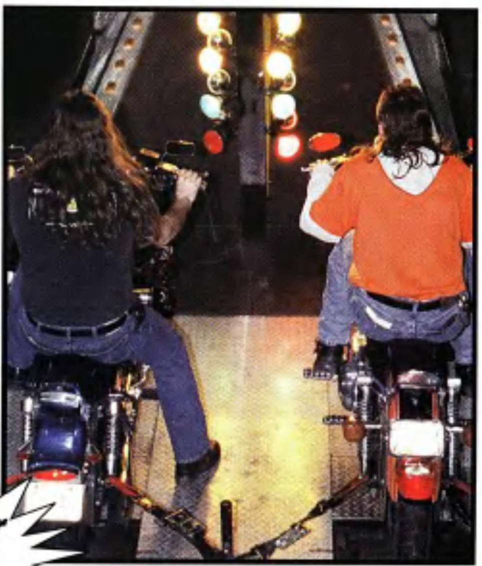


Teresi Dyno-Drag takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

The Teresi Dyno-Drag is a self-contained, mobile inter-active attraction that can be set-up most anywhere — indoor stadium or outdoor parking lot — regardless of weather conditions.



With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

Book Your Event Call Today!

Come see us! We'll be at these events:

2/1-2/3	V-Twin Expo - Cincinnati, OH	7/18-7/20	Overtuff Powersports - Springfield,IL
2/22	2nd Annual V-Twin Dyno-Drags - Ohio Expo Center, Columbus, OH	7/24-7/26	Honda Homecoming - Marysville, OH
2/28-3/9	Bike Week - Daytona Beach, FL	8/1-8/3	Gerencer H-D - Elkhart, IN
3/15-3/16	Mancuso H-D - Crossroad Park Dr., Houston, TX	8/6/-8/10	Full Throttle Saloon - Sturgis, SD
3/28	Specialties Motorsports - Bluffton, SC	8/15-8/17	Las Vegas H-D - Las Vegas, NV
3/21-3/23	Charlotte Honda - Charlotte, NC	8/22-8/31	Harley's 100th Anniversary - Hal's H-D New Berlin, WI
4/4-4/6	Thunder Mountain HD - Ft. Collins, CO	9/5-9/7	Loess Hills Rally - Council Bluff, IA
4/11-4/13	Las Vegas H-D - Las Vegas, NV	9/11-9/14	Delmarva Bike Week - Ocean City, MD
4/18-4/20	Open	9/19-9/21	Southern Tier H-D - Binghamton, NY
4/23-4/27	Laughlin River Run - Laughlin, NV	9/26-9/27	Sauk Prairie H-D - Sauk City, WI
5/3	American Eagle H-D - Corinth, TX	10/3-10/5	San Jose H-D - San Jose, CA
5/9-5/11	Bergen County H-D - Rochelle Park, NJ	10/11	Jim's H-D - St. Petersburg, FL
5/14-5/18	Crazy Horse - N. Myrtle Beach, SC	10/15-10/19	Biketoberfest - Daytona Beach, FL
5/23-5/25	Freedom Rally - Evanston, WY	10/24-10/26	Liberty H-D - Akron, OH
5/30-6/1	Doc's Harley-Davidson - Kirkwood, MO	10/31-11/2	Specialties Motorsports - Bluffton, SC
6/5-6/7	Milwaukee Rally - Milwaukee, WI	11/8	Stone Mountain H-D - Lilburn,GA
6/11-6/15	Bike Week - Laconia, NH	11/14-11/16	Open
6/20-6/22	Gutterridge H-D - Danville, IL	11/21-11/23	Open
6/27-6/28	Dave Stock H-D - Manitowoc, WI	11/29-12/1	Open
7/4-7/6	Knoxvillle H-D & Buell - Knoxville, TN	12/5-12/6	H-D/Pompano Bch - Pompano Beach, FL
7/11-7/12	Roeder H-D - Monroeville, OH	12/7	Ft. Lauderdale Toy Run - Florida

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I just got off the phone with a vampire. "Count Cool Rider" is 435 years old and he's the world's biggest nonliving Elvis fan/biker vampire guy. I bet you think I'm making this up. Danny Koker created the alter ego of "Count Cool Rider" as the host of a late night *Saturday Fright At The Movies* show on the boob tube in Las Vegas.

Count's Tattoo

INTERVIEW WITH A VAMPIRE

Danny describes the character as "Kind of crazy, kind of kooky, real campy, real fun," and the show has now been on the air for over 10 years.

As a kid Danny was always watching horror films. He grew up both behind and in front of a camera, and is the owner of Desert Moon Productions, a full-service television production company. He's also the proprietor of Count's Kustoms, which is an up-and-coming bike shop in Las Vegas. With 22,000 square feet, they are able to build all their bikes in-house, and even incorporate a paint facility and upholstery shop, as well as an automotive department were they work on hot rods, exotic and classic cars.

This bike started out with the front end, which was designed and built by Danny's close friend, Sugar Bear. Danny is effusive in his praise to that old school chopper builder, saying "there are a lot of guys out there that build, but Sugar Bear is the real deal." The bike sports a 50-degree rake, is stretched 6 inches in the downtubes and another 3 inches in the backbone. It has a 30-inch-over front end, and Danny says that, "I can ride the bike around at two miles an hour in a parking lot with one hand in my lap and I can blast down the highway at 100 miles an hour using one hand."

Having met Sugar Bear we can attest to his genius. He surely deserves an "A" in math. Also, he's absolutely one of the nicest, most unassuming guys you'll ever meet.

The long bike was built by Count's Kustom's head wrench, Shannon Aikau. Danny opted to go with an 80-inch Harley mill, which Shannon stuffed with hot rod goodies. He wanted a chopper that was going to be reliable and not tear itself up and is particularly happy with the Baker 6-speed overdrive transmission in the scoot. As crazy as the thing looks, he says, "it really rides fantastic."

The paint on the bike is a real mind-blower and was done in one of their in-house paint booths. Danny was at a loss for words when asked what color the bike is. He asserts that there is no base coat. The whole bike is covered with tattoo-style artwork. It's all done in a macabre, gothic flavor with skulls, chains, castles, and bats intertwined with flames. Even the Karata 4-inch belt drive is painted.

The seat by in-house stitcher Richard Ross is covered in "Free Range Gargoyle," which Danny, with tongue firmly planted in cheek, adds, must be clubbed rather than shot to assure a bullet-hole-free hide. He says he actually gets some people with that one. I told him to stick to chopper building, his comedy act is flagging.

Danny says that Las Vegas is hands-down the best town there is to be a vampire in. Sin City rocks 24/7, and you can get up when the sun goes down and sleep when the sun rises over the mountains. Having met some vampire chicks there, we know just what he means. *—Kit Maira*

Count's Kustoms
Las Vegas
702-733-6216
www.countskustoms.com

Owner: ....Danny "Count" Koker
City:...............................Las Vegas

General
Fabrication: ....Count's Custom
Year/make: ....1998 Chop
Model: ....Custom Chopper
Assembly: ....Max Shreck
Time:.................................8 months
Chroming: ....Shine Shop

Engine
Year:...1997
Builder:..................Count's Kustom
Displacement:.........80 cubic inches
Cam: ....Crane Fireball
Carb: ....Dual Mikuni
Ignition: ....Dyna
Pipes: ....Samson upsweeps

Transmission
Make: ....Baker
Year:.......................................1998
Shifting: 6-speed
Special Features: ....polished

Painting
Painter: ....Nick Lee
Type: ....House of Kolor
Special paint: ....yes

Frame
Maker: ....Chopper Guys
Type: ....Swedish hardtail
Rake: ....50 degrees
Stretch: ....6 inches down, 3-inch neck

Accessories
Handlebars: ....Sugar Bear
Risers: ....Sugar Bear
Handlebar controls: ....Ness
Fender: ....West Coast Choppers
Headlight: ....H-D
Taillight: ....Yaffe
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Gas tank: ....D&D
Oil tank:...................Choppers Inc.
Oil system: ....S&S
Seat: ....Free Range Gargoyle by Richard Ross
Mirrors: ....JB
Grips: ....Arlen Ness

Front end
Type: ....springer
Extension:................30 inches over
Builder:..........................Sugar Bear
Special Features: ....No flop

Wheels

Front
Size: ....21 inch
Hub: ....Billet
Rim Width: ....2.15 inch
Tires: ....Metzeler 80/90
Brakes:....................................GMA

Rear
Size: 17-inch
Hub: ....billet
Rim Width: 5.5-inch
Tires: ....Metzeler 190
Brakes: ....Performance Machine
Photos: ....John Wycoff

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Happenings

ALABAMA
Trail of Tears Commemorative Ride
Date: Sep. 20
Place: Chattanooga, TN to Waterloo, AL
Info: 256-259-2509
www.al-tn-trailoftears.org

ALASKA
Grand Circle Loop Tour
Date: Aug. 30-Sep. 1
Place: Anchorage to Fairbanks
Info: HOG 907-566-0999

Fallen Rider Memorial
Date: Sep. 13
Place: Kenai
Info: HOG 907-566-0999

P.O.W.-M.I.A. Run
Date: Sep. 20
Place: Elmendorf AFB
Info: 907-344-5030

ABATE Freeze-up Run
Date: Sep. 20-21
Place: Alpine Inn, Sutton
Info: 907-274-8899

Freeze-Up-Run
Date: Sep. 27-28
Place: All bars in Homer
Info: ABATE 907-283-2655

ARIZONA
Loners M/C Party & Show
Date: Sep. 26-28
Place: TBA
Info: 480-987-8851

Annual River Riders M/C Friendship Run
Date: Sep. 26-28
Place: Grand Can. Caverns
Info: riverridersmc.com

ARKANSAS
Arkansas State HOG Rally
Date: Sep. 18-20
Place: Hot Springs
Info: 501-890-6241
www.arstatehogrally.com

Blues & Bike Fest
Date: Sep. 19-21
Place: Heber Springs
Info: 501-362-5354
angelfire.com/blues2/

CALIFORNIA
Mid State Rally
Date: Aug. 29-Sep. 1
Place: Paso Robles
Info: 805-547-9526
www.midstaterally.com

Heart Ride
Date: Sep. 21
Place: Oceanside
Info: 760-433-2060
www.harleyshouse ofharleys.com

El Camino Vintage M/C Show and Swap
Date: Sep. 27
Place: Torrance
Info: 805-646-9566
batorinternational.com

Long Beach Cycle Show and Swap Meet
Date: Sep. 28
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

COLORADO
4 Corners Rally in Rockies
Date: Aug. 28-Sep. 1
Place: Ignacio
Info: www.rallyinthe rockies.com

DELAWARE
Quiz Run
Date: Sep. 7
Place: Diamonds MC
Info: diamondsmc.com

State HOG Fall Run
Date: Sep. 14
Place: Wilmington
Info: 302-658-8800 ext. 464
www.firststatehog.org

Run For The Kids
Date: Sep. 14
Place: Diamonds MC
Info: diamondsmc.com

Swap Meet & Silent Auction
Date: Sep. 20
Place: ABATE Sussex County
Info: www.abateofde.com

ABATE of Del. State Party
Date: Sep. 27
Place: TBA
Info: www.abateofde.com

FLORIDA
Miami International Motorcycle Show.
Date: Sep. 5-7
Place: Coconut Grove Convention Center
Info: 305-441-2865 ext 216
miamimotorcycle.com

Key West Poker Run
Date: Sep. 19-22
Place: Miami-Key West
Info: 305-235-4023
www.miamiharley.com

Thunder Beach Rally
Date: Sep. 25-28
Place: Panama City Beach
Info: 850 276-1474
www.thunderbeach productions.com

GEORGIA
ABATE of Georgia State Elections and Party
Date: Sep. 6-7
Place: Sandy Beach Park, Macon
Info: 404-294-8900

Annual Bike Show
Date: Sep. 14
Place: ABATE District 8
Info: 706-592-1015

Bainbridge Bikefest
Date: Sep. 18-22
Place: Bainbridge
Info: 229-248-0505;
www.bainbridge -bikefest.com

Get Rich Quick Poker Run
Date: Sep. 21
Place: ABATE District 8
Info: 706-592-1015

Annual Camping Trip
Date: Sep. 27-29
Place: T.W.O. in Suches
Info: 706-831-4210

IDAHO
Block Party
Date: Sep. 13
Place: Post Falls
Info: 208-457-1150

ICMS Benefit
Date: Sep. 13
Place: Twin Falls
Info: 208-939-4415

ILLINOIS
Swap Meet and Show
Date: Sep. 21
Place: 4-H Park, Pontiac
Info: 309-473-2979

INDIANA
AHDRA Indy Nationals
Date: Sep. 19-21
Place: Indianapolis
Info: 336- 924-2095

In The Wind Mem. Ride
Date: Sep. 21
Place: ABATE Region 8
Info: 812-459-5483

IOWA
Annual Ride To The River
Date: Sep. 13
Place: Dubuque
Info: 563-556-7432
www.ridetotheriver.org

KANSAS
Biker's For Babies
Date: Sep. 6-7
Place: Kansas City
Info: 316-267-6677

Poker Run
Date: Sep. 20
Place: Newton
Info: 316-267-6677

LOUISIANA
Ride for Autism Poker Run
Date: Sep. 22
Place: Lafayette
Info: 337-983-0058
armadillodigital.com

MAINE
Annual Toy Run
Date: Sep. 7
Place: UBM, Augusta
Info: 888-229-9826

Annual Pig Roast
Date: Sep. 7
Place: Exiles MC, Pittston
Info: 207-623-0343

POW-MIA Run
Date: Sep. 13
Place: UBM, Jay
Info: 207-562-9017

Anniversary Party
Date: Sep. 20
Place: SMC, Turner
Info: 207-225-2638

AMA Amatur Hill Climb
Date: Sep. 21
Place: Skowhegan
Info: 207-784-4355

Foliage Run
Date: Sep. 21
Place: UBM, Calais
Info: 207-454-8116

Friendship & Foliage Ride
Date: Sep. 21
Place: UBM
Info: 207-695-2457

Scavenger Hunt
Date: Sep. 21
Place: UBM, Ellsworth
Info: 207-266-8167

Solon 200 Run
Date: Sep. 27
Place: Solon
Info: 207-643-2362

Mystery Poker Run
Date: Sep. 28
Place: UBM, Kennebec County, Waterville
Info: 207-685-4909

Memorial Toy Run
Date: Sep. 28
Place: UBM, Sanford
Info: 207-676-9378

Fall Keene Swap Meet
Date: Sep. 28
Place: UBM, Keene
Info: 603-352-1836

MARYLAND
Weekend Rodeo
Date: Sep. 6-7
Place: St. Mary's ABATE
Info: 301-884-0267

Delmarva Bike Week
Date: Sep. 11-14
Place: Ocean City
Info: 410-213-0444
delmarvabikeweek.com

Dice Run
Date: Sep. 14
Place: Carroll Cnty ABATE
Info: 410-876-2778
www.abate-of-maryland.org

Ride4Kids
Date: Sep. 14
Place: Columbia
Info: 800-253-6530
www.ride4kids.org

Annual Bull Roast
Date: Sep. 21
Place: ABATE
Info: abate-of-maryland.org

Fall Fest Parade
Date: Sep. 24
Place: ABATE
Info: 410-876-2778
www.abate-of-maryland.org

Rush Hour Bike Show
Date: Sep. 28
Place: ABATE
Info: 410-876-2778
www.abate-of-maryland.org

MASSACHUSETTS
POW-MIA Ride for Rememberance
Date: Sep. 13
Place: Freetown
Info: 508-992-8511

MICHIGAN
Annual Party
Date: Sep. 5-6
Place: ABATE 5
Info: 231-689-0774

Annual Bike Weekend
Date: Sep. 12-14
Place: Oakley
Info: 989-845-4110

Northwoods Ride
Date: Sep. 13
Place: Crystal Mtn. Resort
Info: MDA 616-459-4410

Walneck's Motorcycle Swap Meet & Show
Date: Sep. 21
Place: Monroe
Info: 630-985-2097

MISSISSIPPI
Annual Freedom Bash
Date: Sep. 26-28
Place: Casino, Tunica
Info: 800-456-0711
www.cmtabate-wheels ofthunder.com

MISSOURI
State HOG Rally
Date: Sep. 5-7
Place: Kansas City
Info: 573-985-5301
www.mostatehogrally.com

Ride4Kids
Date: Sep. 21
Place: Saint Louis
Info: 800-253-6530
www.ride4kids.org

M/C Show & Swap Meet.
Date: Sep. 28
Place: Forsyth
Info: 417-334-0775

NEVADA
Las Vegas BikeFest
Date: Sep. 11-14
Place: Las Vegas
Info: 866-245-3337
www.lasvegasbikefest.com

Street Vibrations
Date: Sep. 24-28
Place: Reno
Info: 800-200-4557
www.road-shows.com

Cathouse Poker Run
Date: Sep. 27
Place: Reno
Info: 775-324-2445
cathousepokerrun.org

NEW HAMPSHIRE
Bikers for Babies Motorcycle Ride
Date: Sep. 21
Place: Concord
Info: 800-287-0317
www.nhmodimes.org

NEW JERSEY
Annual State HOG Rally
Date: Sep. 4-6
Place: Wildwood
Info: 856-346-9676
www.njstatehogrally.com

Roar to the Shore
Date: Sep. 4-7
Place: Wildwood
Info: 609-729-4664
www.roartotheshore online.com

De Zoo Run-Run
Date: Sep. 14
Place: Cherry Hill
Info: 856-761-0152

NEW MEXICO
Golden Aspen M/C Rally
Date: Sep. 17-21
Place: Ruidoso
Info: 505-258-3947
www.motorcyclerally.com

NEW YORK
Annual Bikers for Bones
Date: Sep. 20-21
Place: Syracuse
Info: 315-455-8553

Fall Run
Date: Sep. 21
Place: The Wreck Room, Walden
Info: 845-778-2039

NORTH CAROLINA
Annual Outer Banks Bike Show & Party
Date: Aug. 30-Sep. 1
Place: Grandy
Info: 866-453-2261

Cherokee Survivors Rally
Date: Sep. 7
Place: Cherokee
Info: 828-479-3572

State HOG Rally
Date: Sep. 17-19
Place: Wilmington
Info: 336-789-2229
www.ncstatehogrally.com

POW & MIA Mem. Service
Date: Sep. 20
Place: Vietnam Veteran's Memorial Wall, Thomasville
Info: 828-728-8072; 336-650-0838

Annual Mystery Run
Date: Sep. 27
Place: Fargo
Info: 701-277-3822

OHIO
Walneck's Motorcycle Swap Meet & Show
Date: Aug. 24
Place: Springfield
Info: 630-985-2097

Easyriders Motorcycle Rodeo Grand Nationals
Date: Aug. 28-Sep. 1
Place: Ross County Fairgrounds, Chillicothe
Info: 800-962-9857
easyridersevents.com

Golden Age Retreat
Date: Sep. 6
Place: ABATE/CMRO Region 8
Info: 330-453-1189

OKLAHOMA
State HOG Rally
Date: Aug. 25-27
Place: Lawton
Info: 877-501-1464
www.okstatehogrally.com

Annual Thunder Run
Date: Sep. 26-28
Place: S. of Heavener, Ouachita National Forest
Info: 918-653-2187

OREGON
Poker Run
Date: Aug. 30
Place: ABATE NE Portland
Info: 503-282-5132

AHDRA Northwest Nationals
Date: Sep. 5-7
Place: Woodburn
Info: 336-924-2095;
www.ahdra.com

End of Summer Run
Date: Sep. 19-21
Place: Portland
Info: 503-346-2060

All Portland Chapters Picnic
Date: Sep. 27
Place: Estacada
Info: 503-760-9015

PENNSYLVANIA
Wander-Roast
Date: Sep. 13
Place: Wanderer's MC clubhouse, Rt 59
Info: 814-362-1591

Poker Run & Pig Roast
Date: Sep. 21
Place: Roaring Spring
Info: 814-224-4926

Poker Run and Pig Roast
Date: Sep. 28
Place: Emmaus
Info: 610-437-6610

SOUTH DAKOTA
Poker Run and Chili Cookoff
Date: Sep. 13
Place: H-D, Florence
Info: 843-669-9961

Fall Diaper Run
Date: Sep. 20
Place: Greenville County ABATE
Info: 864-244-7899

State HOG Rally
Date: Sep. 25-27
Place: Columbia
Info: 864-646-8174
www.scstatehogrally.com

Myrtle Beach Fall Rally
Date: Oct. 1-5
Place: Myrtle Beach
Info: 843-293-5555
www.myrtlebeachharley.com

TENNESSEE
Trail of Tears Commemorative Ride
Date: Sep. 20
Place: Ross' Landing, Chattanooga to Waterloo, Ala.
Info: 256-259-2509; 423-658-5937
www.al-tn-trailoftears.org

Weasels Booze Cruise
Date: Sep. 25-28
Place: Bikini Beach Bar, Nashville
Info: 615-831-1370
www.nashvilleweasels.com

Annual Steel Horse Stampede
Date: Sep. 25-28
Place: The Factory, Franklin
Info: 615-777-0045
www.steelhorsestampede.com

TEXAS
Texas Style Party Drags
Date: Aug. 29-Sep. 1
Place: Temple
Info: 254-687-9066
www.texasscooter.com

Annual Run from the Heart
Date: Sep. 12-14
Place: Ranger
Info: 254-629-8209
pffpmc.homestead.com

Lonestar Biker Bash
Date: Sep. 19-21
Place: Texas Motor Speedway, Fort Worth
Info: 214-505-5045
www.bluegooseriders.org

Lone Star Motorcycle Rally
Date: Sep. 25-28
Place: Galveston Island
Info: 281-597-8800
www.bikertrash.com

Anniversary Party
Date: Sep. 27-28
Place: Strokers (Easyriders), Dallas
Info: 214-357-0707

UTAH
ABATE Little Bear Run
Date: Aug. 29-Sep. 1
Place: Huntington Canyon
Info: www.abateofutah.org

UMF Blue Moon Ride
Date: Aug. 30-Sep. 1
Place: to Lava Hot Springs
Info: 801-266-0546

SLC ABATE Party
Date: Sep. 13-14
Place: Salt Lake City
Info: 801-973-0825

Teddy Bear Ride
Date: Sep. 27
Place: North Chap ABATE
Info: www.abateofutah.org

Appreciation Party and Poker Run
Date: Sep. 27
Place: Ore House Saloon, Copperton
Info: 801-352-9571

VERMONT
Killington Classic
Date: Sep. 4-7
Place: Killington
Info: 978-688-8888
www.killingtonclassic.com

VIRGINIA
Chesapeake Cycle Mania
Date: Sep. 13-14
Place: Chesapeake
Info: 800-932-4653 x 31
www.chesapeakecyclemania.com

WASHINGTON
Annual Charity Ride
Date: Sep. 21
Place: Port Angeles
Info: 360-452-7586

Bremerton Biker Blues Blast
Date: Sep. 26-27
Place: Poulsbo
Info: 60-377-3851; 360-373-5910
www.abate-wa.org

Annual Oyster Run
Date: Sep. 28
Place: Anacortes
Info: 360-671-7575; 360-755-0138
www.oysterrun.org

WISCONSIN
Harley-Davidson 100th Anniversary Party
Date: Aug 28-31
Place: Milwaukee
www.harley-Davidson.com

Keepers of the Children Poker Run
Date: Sep. 20
Place: Milwaukee H-D
Info: 414-313-2651
milwaukeeharley.com

WEST VIRGINIA
State HOG Rally
Date: Sep. 11-13
Place: Snowshoe
Info: 304-925-2243
www.wvstatehogrally.com

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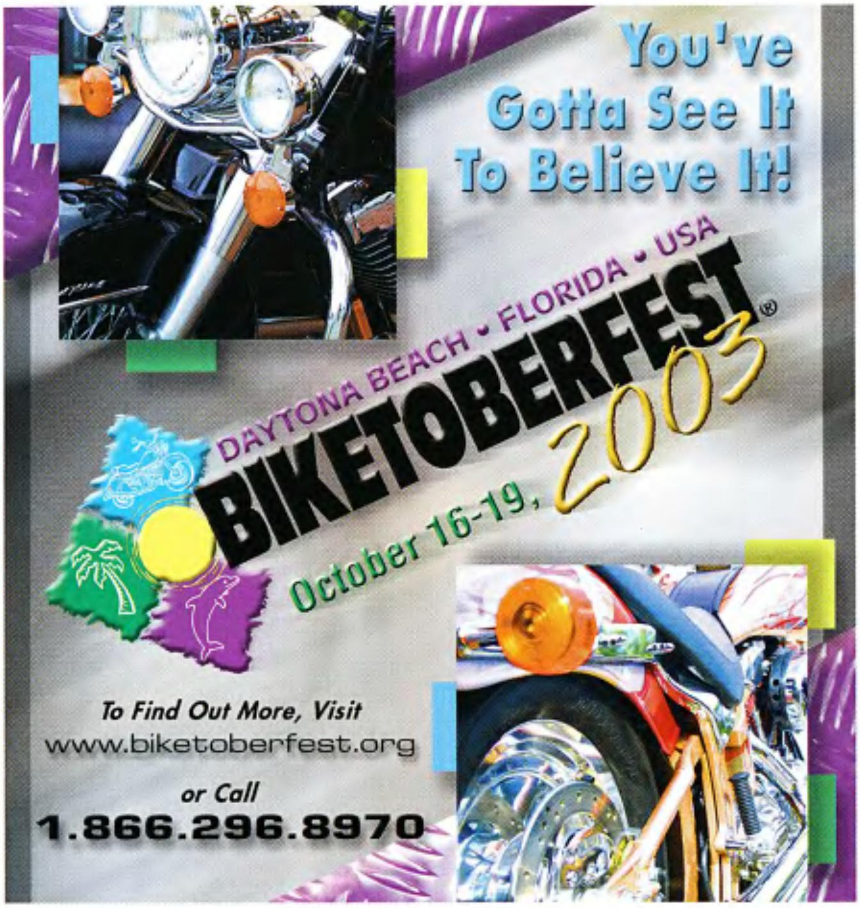

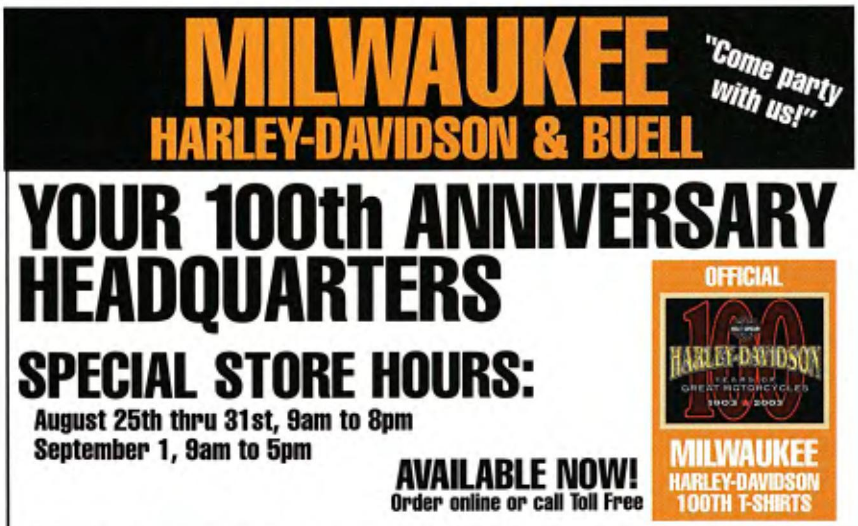

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If it's of interest to bikers, we'll print it.

Hall of Fame

Buck Kittredge '46-'03

Photo: Susan A. Buck

Buck was my best friend and I can tell you he knew the meaning of "brotherhood." He had a great capacity for his loving wife, Carolyn, and his boys, Jesse and Travis, the rest of his family and friends. He was quiet, but powerful and could say more with his eyes than most men in a paragraph. He spoke few words but when he did you needed to listen.

The first thing you noticed about Buck was his waist-length white beard. But in just a few minutes with him you realized his deep passion and conviction for bikers and their rights.

It was these easily revealed beliefs and his strong character that led him into leadership positions for 20 years with both ABATE and the MRF. At the time of his death he was top dog as the president of the MRF. Buck was one of the most respected leaders in the rights movement and his leadership and direction will be greatly missed.

He was a fixture in the Statehouse and in our nation's capital lobbying for biker's rights for those same 20 years. He could count many prominent legislators as personal friends.

He accomplished many things but I know he was most proud of his involvement with the Federal Helmet Repeal back in 1995. He was also quite proud of the fact he had ridden in 49 states and most of Canada, all from Wisconsin.

I can sum up Buck with a single story that started some time ago when the city of Deadwood, South Dakota, banned bike parking on Main Street during the Sturgis Rally. For years Buck would ride hundreds of miles in protest out of his way to not go near that city. Last year I rode to Deadwood only to find bikes parked on Main Street. I called Buck a couple days later to tell him he could finally go back to Deadwood now, and he said I better have pictures.

Later I showed him the pictures and he gave me one of his trademark smiles as he said, "Yeah so what, it's only one side of the street!" I know my brother will always be riding with me. Goodbye my friend, and Godspeed.

—Kirk "Hardtail" Willard, MRF Board of Directors, ABATE of Wisconsin Board of Directors

Industry Events

Indian River ABATE Motorcycle Education Expo Hits Again

Photo: Katmandu

For the fifth consecutive year, Indian River ABATE's Motorcycle Education Expo at the Indian River Mall in Vero Beach, Florida, was a great success. The two-day event held each May during Motorcycle Awareness Month, brings bikers and Joe Public together in the name of motorcycling. Besides educating the public, there is a charity aspect, too. The Make A Wish Foundation reaps the benefits of donations and publicity for their cause. For the bikers, there was a show and prizes. And all had lots of fun! *—Katmandu*

Pittsburgh Cops

Getting Dumber

According to a recent Associated Press (AP) release, Pittsburgh police supervisors in Pittsburgh, Pennsylvania, ordered all motorcycle officers off the streets and bought new helmets after mistakenly believing their helmets from a Utah-based firm failed a government safety test. The newly purchased helmets and communications devices cost tax payers of Pittsburgh about $10,000, and the police are standing by the decision, claiming enough questions were raised about the old helmets to warrant replacement. However, the federal government says the helmets made by Utah-based Bell Pro Police Products are safe.

The police department said an officer found on a Web site a list of helmets that failed NHTSA testing and it included the 1998 Bell Pro Police S-D-600-V. Tim Hurd, a NHTSA spokesman, said there was one impact-test result that had required further follow-up, but it was concluded that the helmet was safe and was in compliance.

Our sincere thanks to the Idaho Coalition For Motorcycle Safety (ICMS), for bringing this costly and laughable item to our attention. *—Twiggy*

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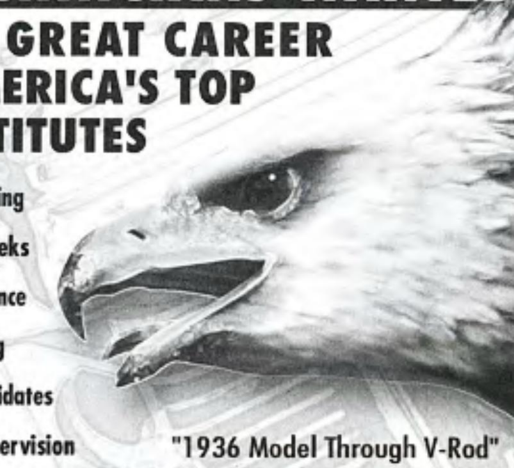

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Coast to Coast

Biker News

NHTSA SEEKS COMMENTS ON MOTORCYCLE SAFETY STUDY: NHTSA and the DOT are seeking public comments regarding the collection of data for a proposed motorcycle safety study.

According to information published in the Federal Register on April 29, 2003, (Volume 68, Number 82) "NHTSA asks for public comment on the following proposed collection of information:Title: Characteristics of Motorcycle Operators. Affected Public: Under this proposed collection, personal interviews will be administered to motorcycle operators from the general public. The survey will be administered by face-to-face interviews conducted at sponsored events, races, and recognized motorcyclist gathering sites throughout the United States."

Recently, NHTSA jointly sponsored an effort to assess future needs regarding motorcycle safety. Recommendations from the National Agenda for Motorcycle Safety indicated that additional research is needed to determine rider characteristics and factors leading to motorcycle crashes. "This study supports the National Agenda and future efforts to reduce motorcycle injuries and deaths by providing updated information about rider operator characteristics, attitudes, and behaviors. Of particular interest will be comparisons of the training, experience, attitudes, and behaviors of those operators who have been involved in crashes versus those who have not," states NHTSA.

NHTSA proposes surveying a random sampling of motorcycle operators, and indicates that "The findings from this proposed survey will assist NHTSA in addressing the problem of motorcycle operator safety. NHTSA will use the findings to help focus current programs and activities to achieve the greatest benefit, to develop new programs, to decrease the likelihood of such crashes, and to provide informational support to states, localities, law enforcement agencies, and motorcyclists that will aid them in their efforts to reduce motorcyclist crashes, injuries and fatalities."

PENNSYLVANIA GOVERNOR SUPPORTS HELMET REFORM: Despite threatening weather, more than 1,000 bikers showed up at the Capitol in Harrisburg on Monday, May 12, for the annual Motorcyclists Rights Rally sponsored by ABATE of Pennsylvania. Among the speakers was Governor Ed Rendell who presented a proclamation declaring May as Motorcycle Safety and Awareness Month throughout the Commonwealth. Governor Rendell also stated during the rally, "I support Senator Wozniak's (helmets optional) bill and I will sign the bill."

"That puts a little momentum on our part," said Charles Umbenhauer, lobbyist for ABATE of Pennsylvania.

That same day, Wozniak's helmet modification bill, Senate Bill 259 (PN 265), was re-referred to the Appropriations Committee, and the full Senate will most likely vote on the bill in early September. A secondary scenario would have ABATE amending House Bill 607 (PN 709) by Rep. Kirkland to designate State Route 291 in Delaware County as the Senator Clarence D. Bell Memorial Highway. Senator Bell was an avid supporter of ABATE and annually authored their helmet repeal measure. This bill has already passed the House (197-0) on May 12, and now awaits consideration by the Senate.

"If we could successfully amend this bill with our helmet modification provision, we believe it would have a good chance of passing for obvious reasons," explained Umbenhauer. "Then the bill would have to be returned to the House for their concurrence with Senate amendments. That should be a doable thing. Then the bill could be sent to Governor Rendell for his signature. This could all happen in September before the legislature takes their summer recess."

Other legislation of interest to Pennsylvania motorcyclists includes special motorcycle registration plates for veterans (HB-184/SB-279); automobile lemon law to include motorcycles (SB 216); covering loose loads on trucks (HB 880); and abandoned mine lands for use as ATV trails (HB 330).

TENNESSEE TO ALLOW PULSATING TAIL LIGHTS: The city of Memphis is the only place in the state of Tennessee that requires the annual inspection of motorcycles, and "The head of the inspection department has taken a part of the city code to an interesting interpretation," says Fogman of CMT/ABATE of Tennessee.

"Aftermarket manufacturers sell a brake light which pulses rapidly for the first few second when activated, but whenever our erstwhile bureaucrat sees one of these offending lights, he refuses to pass the bike and tells the owner to take it home and remove the illegal light and then come back. His reason? People might confuse the offending light with a fire truck!"

Fogman says, "We tried to reason with him but got nowhere, so CMT/ABATE introduced a bill to clarify that these lights are legal."

CONTINUED NEXT PAGE

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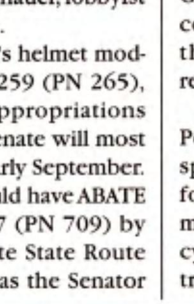

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Biker News CONTINUED

CMT/ABATE's "brake light bill" has since passed both Houses and been signed by their governor.

"When the bill allowing pulsing brake lights becomes law, we are going to present said public servant and defender of a lawful society with his own personal copy of it," Fogman promises. "Sometimes there is justice in the world."

NCOM CONVENTION TAKES MILWAUKEE BY STORM: Neither rain, nor sleet nor gloom of night shall stay the dedicated freedom fighters from their course—Milwaukee, for the 18th annual NCOM Convention.

Tornadoes, hail and rainstorms marked the route from many parts of the country, but near-record numbers poured in from the four corners of America and most Canadian provinces. Over 1,000 attendees gathered at the Four Points Sheraton for a weekend of learning, networking and camaraderie, hosted by the Wisconsin Federation of Clubs.

Seminars included "How to Write A Grant," "The Fight Against Motorcycle Confiscation," and "We The People: A Biker's View of the U.S. Constitution." Special Meetings were convened for "SMRO Presidents," "Christian Unity," "Women in Motorcycling," "Rainbow Caucus," and "Brothers of the Third Wheel."

Topping off the weekend's festivities was the traditional Silver Spoke Awards Banquet, recognizing the achievements and accomplishments of our fellow riders. This year's Silver Spokes were awarded to actor Mickey Jones, Entertainment; cartoonist Paul Jamoil, Art; Scott Cochran, editor of Dixie Rider, Media; Trevor Dealy, Canadian H-D dealer, Commerce (posthumously); Michael Mandelman, Wisconsin AIM attorney, Legal; and the Ron Roloff Lifetime Achievement Award was presented to Butch Harbaugh, chairman of the NCOM Legislative Task Force and freedom fighter from Oregon. Also receiving special recognition was Marilyn "Lady" Sickler, co-founder of the Brothers of the Third Wheel and NCOM board secretary; and "Little Jimmy" Rouse, business manager for the MMA of California and a member of the NCOM board of directors (posthumously).

After the banquet, Mickey Jones donated a script from the final episode of *Home Improvement* autographed by the entire cast, which fetched $1,000 during the auction to raise money for the Freedom Fund! He also donated several copies of various movies and short films he has appeared in, including the infamous Breath Savers commercial, which garnered several hundred dollars more to be used for lobbying and advancing bikers' rights causes. Mickey instantly became the star of the convention, graciously signing autographs until 2 a.m. He was the last person to leave the banquet room.

As news reports flooded the airwaves with storm warnings and tornado sightings, including two that touched down in Oklahoma City, site of next year's NCOM Convention, motorcyclists bundled up to protect themselves against Mother Nature's wrath. But as they left the parking lot, each also took with them the tools to protect against a storm of legislation and regulation that is easier to predict than the weather.

WEIRD NEWS OF THE MONTH: JESUS IN TROUBLE FOR NOT WEARING A HELMET: A man riding a motorcycle while dressed as Jesus to celebrate Easter in Colombia was almost fined for not wearing a helmet. The man was acting out bible passages near the church of Maria Goretti in the streets of Las Delicias neighborhood in Cartagena.

Parish priest Aristobulo Duque told El Tiempo newspaper that Jesus was supposed to be on a donkey but it had been stolen during the night so he decided to use a motorcycle instead. The police officer who tried to fine him said: "You can be Jesus but you are on a motorcycle and are not wearing a helmet. I feel bad but I have to fine you."

Witnesses say when the policeman tried to fine "Jesus" the crowd started to boo and the priest convinced him not to do it. The priest said: "Can't you see he is Jesus? And in Jesus' times there were no helmets how could he wear one?" The policeman agreed and "Jesus" was not fined.

QUOTABLE QUOTE:

"I am afraid that the current helmet law, as written now, is almost totally unenforceable. I requested an Attorney General's opinion on the matter and the answer we received has led the commanders of the Highway Patrol to the conclusion that unless a rider has a cooking pot on their head each individual officer will have to be able to articulate that he/she was able to determine from a distance that the helmet did not meet the standards set by USDOT. Our law relates to what manufacturers have to do. The Highway Patrol is not against, or for helmets, as we are not the policy makers, however the law must be clear so that we can fairly and evenly enforce it."

Testimony of David S. Hosmer, Colonel Nevada DPS, Highway Patrol Division

—Bill Bish, NCOM

Commentary

What's Wrong With CA's Helmet Law?

1) The fatality rate per 100 motorcycle accidents for the last five years has exceeded the fatality rate before the helmet law began. The fatality rate is the only "true" indicator of what happens to accident victims after an accident has begun to occur, so the helmet law has ultimately "not" resulted in reducing motorcycle fatalities.

2) In 1991, the last year before California's helmet law went into effect the fatality rate per 100 accidents was 3.22. After dropping 15% in 1992, the first year of the helmet law, due to drastically declining registration and the continuing success of the California Motorcyclists Safety Program (CMSP), the fatality rate began increasing through 1996. In 1997, the fatality rate was 3.27, in 1998, 3.24, in 1999, 3.41, in 2000, 3.69 and in 2001, there were 3.59 fatalities per 100 accidents, "making the fifth year that motorcycle riders perished at a faster rate than before the helmet law began."

3) The advocates of helmet laws contend that the California helmet law was responsible for the drop in motorcycle fatalities and injuries since it went into effect in 1992. The real reason that motorcycle deaths and injuries have dropped dramatically is because motorcycle accidents were reduced due to motorcycle registrations that

declined by 23% by 2001. They declined because many motorcyclists stopped riding since they were forced to wear a helmet to legally operate their motorcycle. California motorcycle registrations dropped from 639,388 in 1991 (last year before the helmet law) to 495,271 in 2001. With almost one-quarter, or 144,117 fewer motorcycles on the road, there were fewer targets for inattentive automobile drivers to collide with.

4) Motorcycle deaths and injuries were declining significantly before the helmet law began. The main reason was the success of the CMSP. From 1986 (the first year of the CMPS) to 1991 (the year before the helmet law) fatalities dropped by 340 and injuries decreased by 11,348. There were no other variables to cause that welcome decrease. Contrast that with the decline in fatalities and injuries after the helmet law began. From 1991 (the last year before the helmet law) until 2001, there was a decline of only 216 deaths and 8,382 injuries, due to the continuing historical success of the CMSP in reducing motorcycle accidents and declining motorcycle registrations.

5) The reason fatalities and injuries dropped before, and after, the helmet law began was not due to helmet use, but because of the results of the CMSP, whose main message is "accident avoidance." Motorcycle accidents began dropping from 26,694 in 1986, before the 1987 inception of the CMSP, to 8,209 in 2001, a decline of 69%. No helmet law advocate has ever seriously contended that helmet laws reduce the number of motorcycle accidents, except by discouraging riding.

6) If the helmet law was effective, motorcycle deaths and injuries would have declined "much" more than the drop in accidents. That has not been the case. Since 1986, the year before the beginning of the CMSP, deaths, injuries and accidents have declined 65%, 70% and 69% respectively. The reduction in accidents, due to the safety program, has diminished motorcycle deaths

CONTINUED NEXT PAGE

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You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

CA Helmet Laws CONTINUED

and injuries, not the helmet law. More than 250,000 riders have taken the CMSP.

7) There is "no verifiable" evidence that unhelmeted motorcycle-accident victims cost taxpayers "anything!" In fact, the cost to the state Treasury in lost cumulative motorcycle re-registration fees is almost $152 million since 1991.

8) The main and most important reason to repeal California's motorcycle helmet law is that it is simply "wrong" for the government to dictate to individuals about an issue of purely personal choice. Californians and Americans want "less," not "more" governmental control of their lives.

—John Paliwoda,
State PAC Vice Chairman,
ABATE of California

NCOM Award

NCOM's 18th Annual Convention

Photo: Twiggy

Butch Harbaugh receives NCOM's Ron Roloff Lifetime Achievement Award

I'll tell ya what impressed me the most about NCOM's 18th annual convention (with over 1,000) in attendance in Milwaukee, on Mothers Day weekend, 2003. It was the fact that the Wisconsin Federation of Motorcycle Clubs did this all on their own without the help of anyone else. It was perhaps one of the most flawless events that I've ever attended in my life. Gentleman, that was one "class act" you people performed. Should you ever be called again from NCOM for your services and organizational skills, I know you'll be there for the task. Thank you all so much.

Our sincere congratulations from all of us here at Easyriders to the numerous and deserving folks who received NCOM's Silver Spoke awards. Folks, if you missed NCOM's latest stellar event, you can redeem yourselves next year in 2004, when it will be held in Oklahoma City. Stay tuned to "Easynews" for additional details.

—Twiggy

Racing News

SCREAMIN' EAGLE DRAG TEAM RESETS NHRA RECORDS

The Screamin' Eagle/Vance & Hines drag-racing team continues to rewrite the NHRA record books at each Pro Stock bike event. This time it was GT Tonglet who set a new NHRA record for V-twin performance with a 7.113 second/187.55 mph run in qualifying for the K&N Filters SuperNationals in Englishtown, New Jersey.

Tonglet's V-twin record run aboard the Screamin' Eagle V-Rod placed him fifth in the field. The time was just 0.013 second off Tonglet's career best ET of 7.100 seconds.

Teammate Andrew Hines struggled with the windy conditions in first round qualifying and a mechanical issue in the second round. Hines posted his best run of 7.216 seconds/185.66 mph with his V-Rod during the last round of qualifying, but missed the bump time by 0.009 second. The 7.209-second Englishtown bump time was the quickest in NHRA Pro Stock Bike history.

Tonglet faced 12th-ranked Steve Johnson's Suzuki in the first round, but had to shut down mid-track due to a mechanical failure. Shawn Gann won the event with a 7.100 second/188.49 mph pass over Craig Treble. Both riders were aboard Suzukis.

"We're frustrated that we didn't get both bikes in the field. GT ran great, but we had some bad luck in qualifying with Andrew. We're learning all the time and we've two weeks to get ready for Joliet," said crew chief Byron Hines. *—Hawg Dawg*

Nonsense

Stitchin' & Bitchin'

Believe me folks, the "Stitch & Bitch Club of America" is alive and well and up to their same old shenanigans as usual. The following is just but a few updates on the insanity going on in America.

How many of us love the aroma of roasting coffee beans? Even though not a coffee drinker myself I love the smell. But don't tell that to a few disgruntled Ojai, California, residents who claim the fumes and vapors from the Stir Crazy Cafe are so acrid, that it makes their eyes water and their lungs burn, and are worried about the long-term health effects of inhaling roasting fumes of coffee. What?!

An official with the Ventura County Air Pollution Control District even admitted that these complaints always stem from the same four or five culprits who are attempting to shut this business down.

But things are just as silly in Lake County, Illinois. According to the AMA, residents recently approved an anti-noise law that regulates everything from all-terrain vehicles to lawn mowers after several homeowners (devout members of the Stitch & Bitch Club of America), sought noise limits, claiming neighbors were holding ATV races and disturbing the peace.

The measure doesn't address boat noise, but includes loud motorcycles, snowmobiles, live bands, stereo amplification systems and power tools. The ordinance applies only to unincorporated areas of the county, is modeled after a Kane County anti-noise law. Sounds like a real fun place to live.

It also outlaws any noise coming from private property that can be heard 100 feet away and limits the use of power saws, hammers and other construction tools between 9 p.m. and 6 a.m. Monday through Friday and 9 p.m. to 8 a.m. on Saturdays, Sundays and legal holidays. As for all you fine ladies living in Lake County, Illinois, please rest assured there's been no mention made yet of outlawing noisy battery operated dildos. But I'm sure that's just around the bend.

I saved this next caper for last because it beats 'em all. I've made mention in the past about New York City's Mayor Michael Bloomberg and his anti-smoking policy that has caused hardships and even ruined many restaurants, bars and nightclubs.

It seems these two guys in NYC decided to have a "smoke break" and were actually on the sidewalk in front of their business when they were both issued a ticket from the New York City Police Department for (believe it or not) loitering in front of their own business. That's really stretching things to the max. If anyone needs to be put out of business its Michael Bloomberg. Nuff said.

—Twiggy

"What goes good on a Saturday night with no pussy?"

Dealer MDA Fundraiser

NORTHERN CALIFORNIA BIKERS REV UP RECORD DOLLARS FOR JERRY'S KIDS

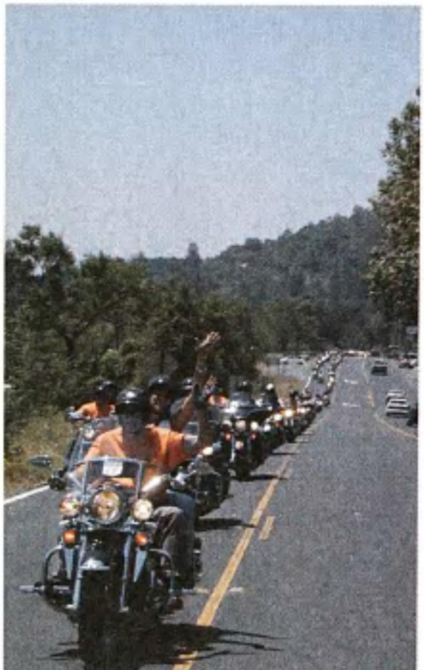
Nearly 2,600 bikers recently rolled out in California to raise a record $327,717 for muscular dystrophy at the ninth annual Sierra Hope Ride, the world's largest single Harley-Davidson dealer MDA fundraiser. Proceeds were up an astonishing 24% over 2002, with nearly $1.5 million raised for the MDA over the nine-year history of the event. Mitchell's Modesto Harley-Davidson and its satellite store, Jamestown Harley-Davidson, presented the event.

Festivities began on Friday night with a pre-registration party at Mitchell's Modesto Harley-Davidson, where hundreds of participants got into the mood with live music. On Saturday morning, live music and a precision skydiver act kept riders entertained prior to the pack ride. At 11 a.m. sharp, owners Art and Linda Mitchell led the massive procession through four cities and two counties for a thundering stop-free ride to the historic Gold Country foothills, culminating in Sonora at the Mother Lode Fairgrounds. Participants were treated to a hot lunch, followed by a daring freestyle show from Big Air Extreme. Next, bluesman Daniel Castro warmed up the crowd. Headliner WAR gave a captivating set using their unique fusion of rock and rhythm, performing such familiar hits as "The World Is A Ghetto" and "Cisco Kid."

Every participant who raised at least $250 was entered in the drawing for a 2003 Harley-Davidson Dyna Low Rider, which was won by Shawn Mason of Modesto. The top individual fundraiser was David Reich of Turlock, who compiled $5,800 in donations. Once again, Jamestown H.O.G. got top organization honors with $3,900 in contributions.

Save Mart Supermarkets, operator of 100 supermarkets throughout the Central Valley, again demonstrated their commitment to the Sierra Hope Ride as premier sponsor. Supporting sponsors included a long list of local businesses. Finally, Fairfield Harley-Davidson pitched in as route sponsor. VIPs in attendance included Dave MacDonald and J.T. Hasley of Harley-Davidson. Brian Karlson, MDA's local goodwill ambassador, gave a stirring, yet hope-filled, account of life in a wheelchair.

The 10th annual Sierra Hope Ride will be held on June 5, 2004. *—Neo*



Photos: courtesy of Sierra Hope Ride

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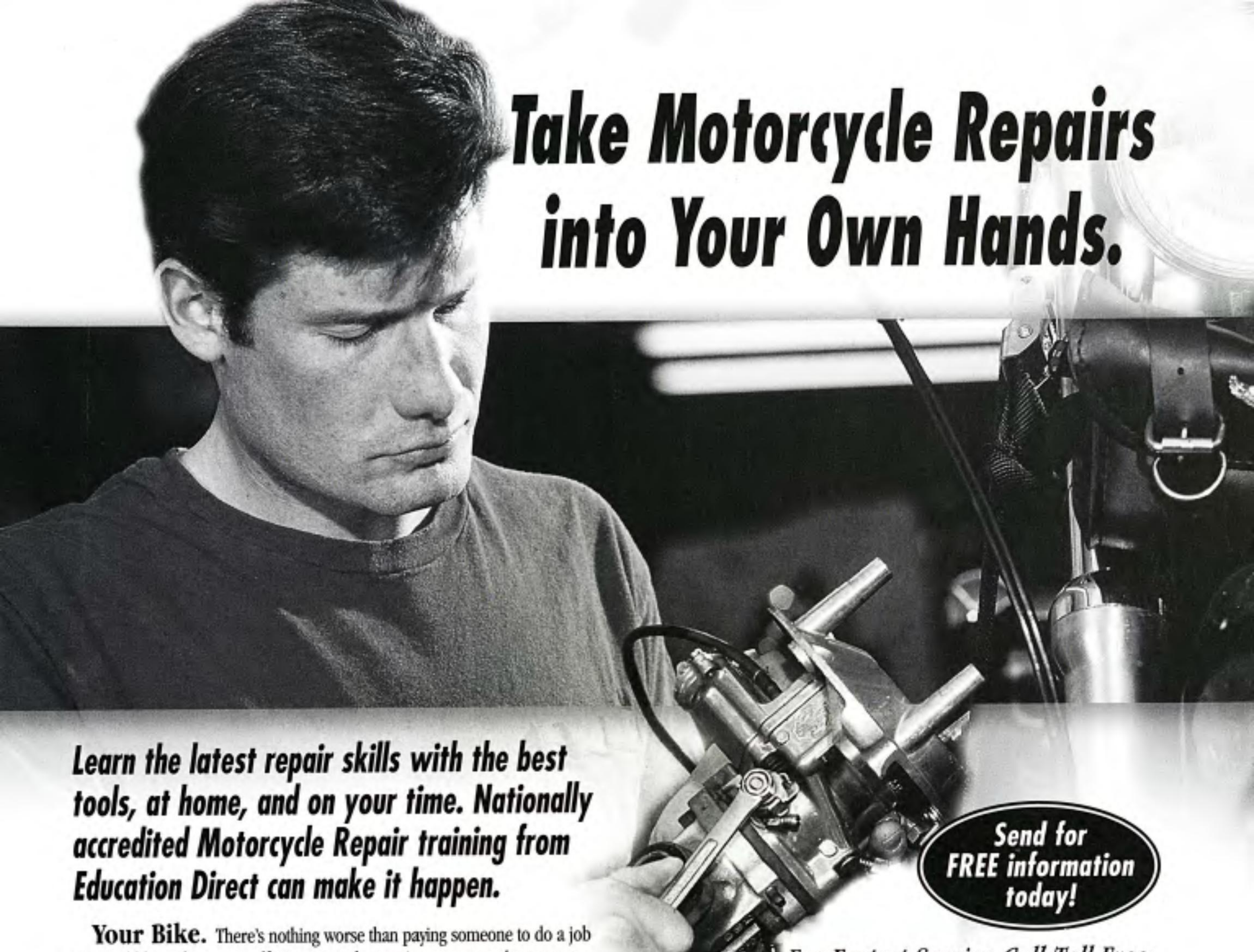

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* Growth figures represent a ten-year period ending 2010. Source: *National Industry-Occupation Employment Matrix*, a publication of the U.S. Bureau of Labor Statistics.

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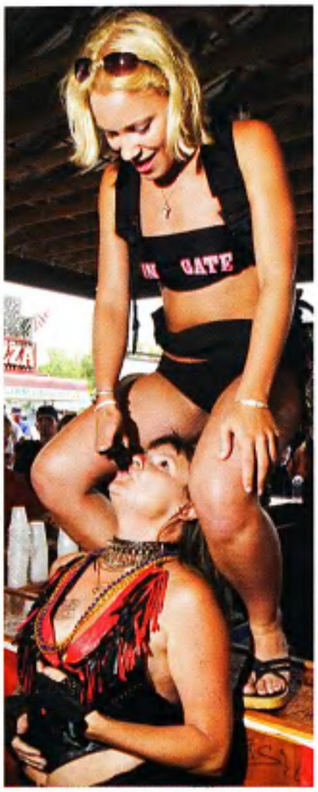
D A Y T O N A – L I T E

MYRTLE'S 63rd

Where are we again? Are you sure I didn't fall asleep on the plane and end up in Daytona, Florida? So it really is Myrtle Beach? Could have fooled me. That's right, the 63rd annual Myrtle Beach Bike Week (to me a week is seven days. To run organizers it's more like nine) looked and felt more like Daytona Bike Week than what's usually expected here in Horry County, South Carolina. Why the confusion? Rain. And,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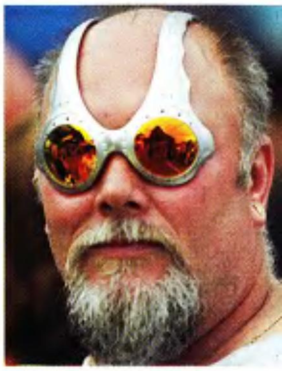

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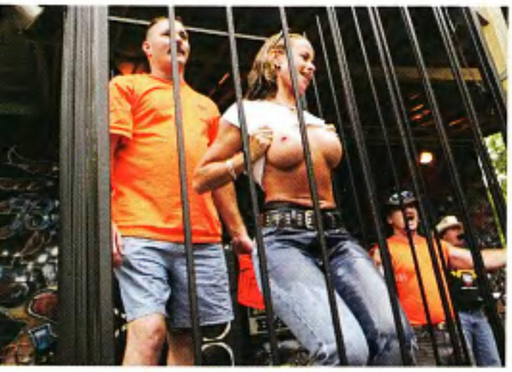
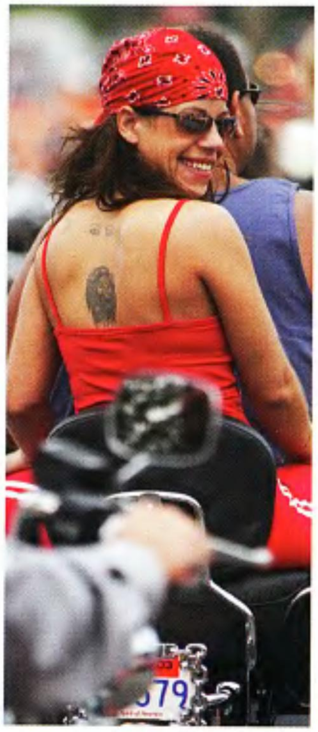

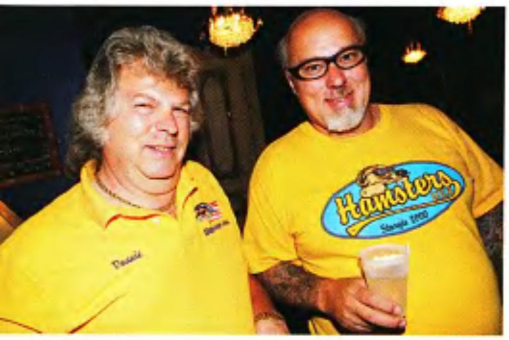
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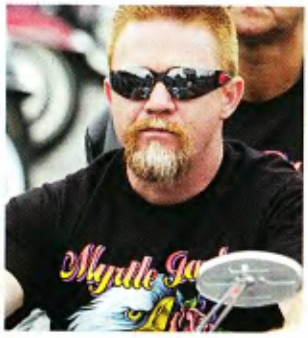

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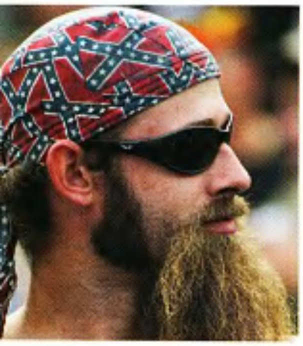
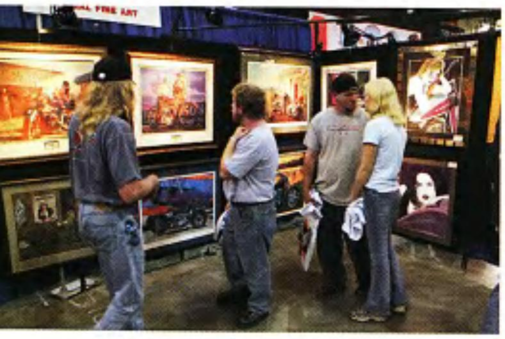
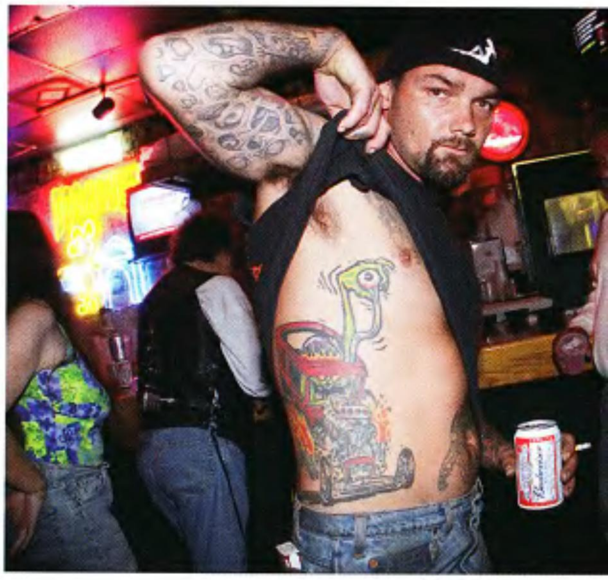
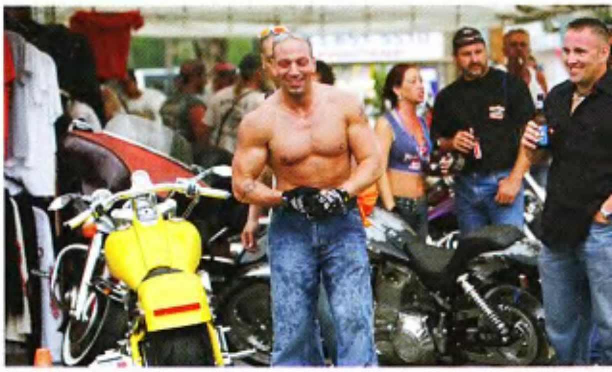




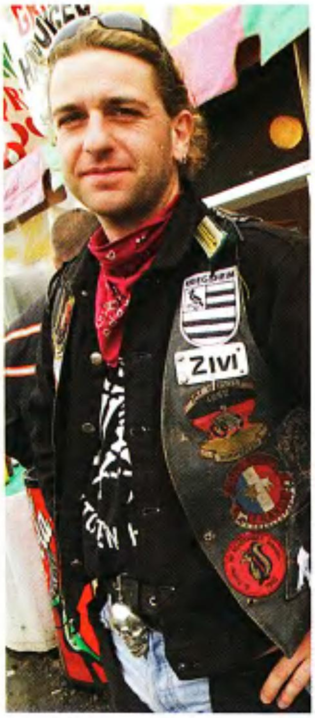


CLUB KRYPTONITE



BROKEN SPOKE SALOON

HARLEY DAVIDSON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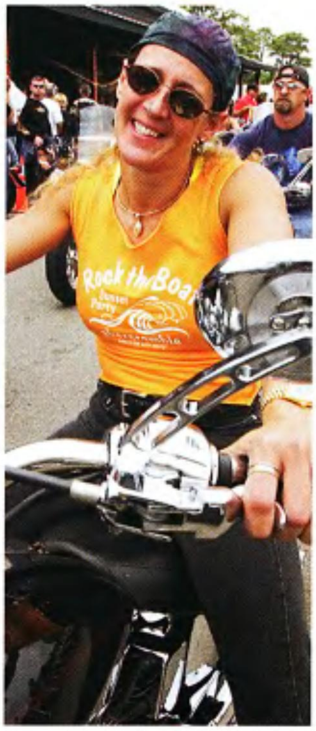
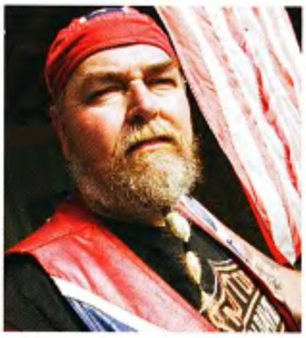
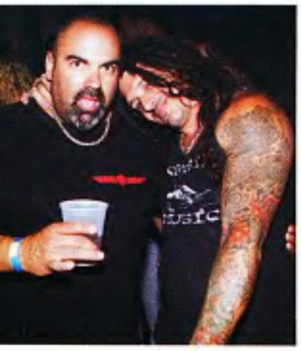






just enough of it to really screw with things. Of course, the people in charge of "predicting" the weather didn't help much either.

For at least a week prior, major storms had been predicted to hit the Beach for Bike Week. In fact there were some major storms in...Atlanta. But nothing really severe hit the Beach. Just enough of the wet stuff fell to make riding miserable and, along with the weather "reporters," keep the numbers down this year. Run organizers expected over 300,000 leather-clad nomads to hit the town, as they have done in the past. However, as we are beginning to see more and more at big events like this, the city's greed has started to get the better of them. Rising prices for permits and all the other "legal" bullshit really hit the vendors in the pocketbook, as this was the start of the new ordinances set up last year to "increase the income to pay for the added safety personnel." Many of the vendors we spoke to won't be hitting Myrtle Beach next year.

Thank the biker gods that there were still two locations in town that didn't buckle under the pressure: the Easyriders' Pavilion and the "official" home of Easyriders magazine, Pure Gold's Crazy Horse...more on that later. The Pavilion, located at the midpoint of Myrtle Beach, at Broadway at the Beach, has become well-known for being the best place to check out all the major folks in this industry, and our own Jim Betlach does a magnificent job in getting all those folks, you travel miles to see, under one roof. Over 117 booths filled the space, which included folks like S&S Cycle, Victory, Swift Motorcycle Company, Custom Chrome and TP Engineering. In fact, if the "roof" is full, Jim has even been known to help you work a deal to set up somewhere else. Lookin' for space at the next big event? Give Jim a call at 952-443-4168

What about the rest of the Beach? Well just like anything Southern, the town is divided into North and South. It's a little goofy, but how else are you gonna place all those damn golf courses? Anyway, starting at the southernmost spot on the Beach is Murrell's Inlet and Suck, Bang, Blow—the ride-in, burnout bar with plenty of food, drinks and vendors to keep anyone happy. Just up the road landed ya at Myrtle Beach Harley-Davidson and still farther at Club Kryptonite, where the boys, fresh from the Discovery Channel, of Orange County Choppers had folks lined up around the block to check out their latest bikes and where our good buddy Billy Lane threw a special party Saturday night that was as wild as I've seen anywhere. In fact, I lost our photog somewhere in there in the sea of humanity and bare boobs.

Farther up the Grand Strand was the House of Blues where, on Friday night, our friends, Montgomery Gentry, hit the stage full-force to a standing room only crowd. And who better to get the

crowd pumped before the show? Our very own Ms. Easyriders, Erika Steele, came out after the opening act and tossed magazines to the crowd and brought the boys out to a thunderous ovation. After the concert, it was time to head for "home," where the real partyin' took place.

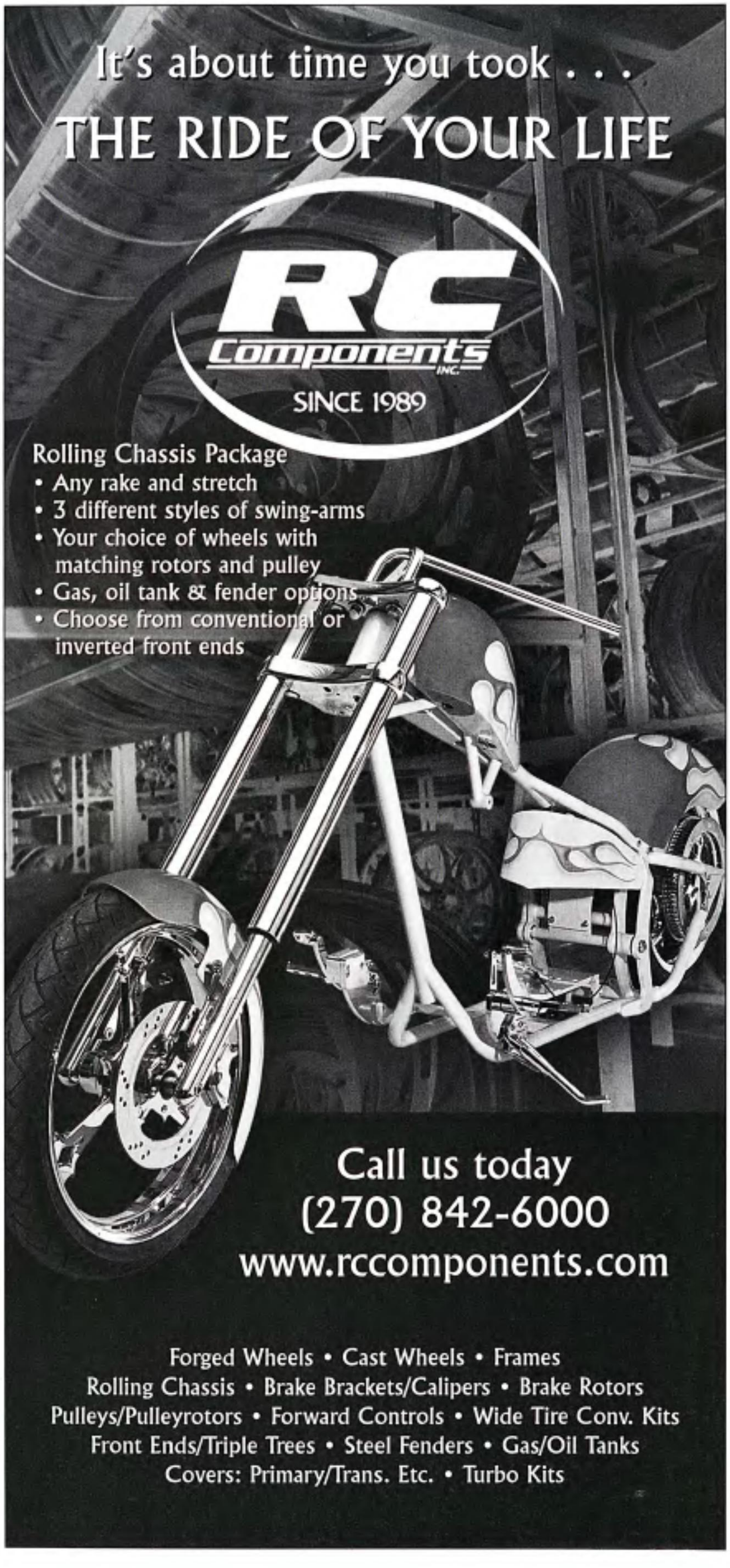
You guessed it, The Crazy Horse. For several years, owner Jerry Reid has been gracious enough to house and feed the Easyriders crew. This year, he really did it up. Besides the bikini and tattoo contests, the bike show sponsored by Britt Motorsports, the bikini bike wash and just having the most gorgeous women on the Beach inside the club, The Crazy Horse also hosted the Teresi Dyno-Drags. That's right, for a solid week—except during downpours—the truck was a literal beehive of fun. All styles, makes and models of two wheelers raced standing still to see who had the fastest bike on the Beach. Now, throw in the bikini contest finals Saturday night (however, there wasn't a bikini in sight), nightly shows by both Roxy LeRoux (Ms. Easyriders 2002) and Erika Steele and some other things I'm not allowed to talk about, and you've got more fun than you can shake your stick at. Thanks to Jerry, Ron Bennion, Mike Rose, Lydia Parks, and the entire Crazy Horse staff. Give 'em a call at 843-272-3329 for directions and tell 'em we sent ya!

All in all it was another successful Bike Week. Yes there were a few more accidents than last year, even a few fatalities. Most were caused by the weather, but many were caused by the riders themselves. What makes people think they can ride a bike at high speeds in the rain and still stop on a dime? In fact, as far as riding at an event goes, isn't it amazing that some people feel that since they are on vacation the rules of the road, and rules for just riding in general, don't apply to them? Use some common sense, folks!

Anyway, next year's dates are set in stone and you can check out all the info from hotels to vendor gouging, er, pricing at www.myrtlebeachbikeweek.com. Pass the damn sweet tea. —*Oil Can*

A very special thanks to the folks at JC Motors, the official bike transporters of Easyriders magazine, for shipping my chopper across country. These folks just do an outstanding job and are VERY reasonably priced. Check 'em out at www.motorcycleshippers.com or call 'em up at 800-730-3151. Make sure to tell 'em ya saw it here first!

Photos: Michael Lichter



THE ULTIMATE BIRTHDAY BASH

GUIDE TO HARLEY'S 100th

Suppose you were 100 years old, and you had a lot of friends (mostly younger ones, presumably), and a lot of money. And you decided to throw yourself a birthday bash, in honor of those 100 years of your existence. What kind of party would you throw yourself? After all, a birthday like that only happens once every century or so.

Well, if your name were Harley, or Davidson, or especially Harley-Davidson, you would throw a party that would, like the proverbial shot, be heard around the world. Although, it would be louder, longer, more powerful, and a lot more fun than any shot has ever been...even that proverbial one.

So, in honor of itself, but with you, the enthusiast, lover, and supporter of everything that is Harley-Davidson, the company has decided to throw a party that will definitely never be forgotten, nor will it be surpassed. At least not for another 100 years of riding.

A lot of you will be there to attend, too, as this is no doubt *the* once-in-a-lifetime event for those among you reading this magazine. And although Harley is quite capable of getting the word out and informing its riding customers about all the details and goings-on concerning this party of the century, we here at *Easyriders* have nonetheless taken it upon ourselves to supplement, if you will, Harley's Herculean efforts by providing you the following guide with the intent of giving you an overview of what's planned, how you might get there, and how you can participate, once you're there.

By the way, we should mention that the Teresi Dyno-Drags will be there for the festivities as well. In fact, the truck will be there for a whole 10 days, from August 22 though 31, and you'll find it at Hal's Harley-Davidson in nearby New Berlin. For more information, you can call Alan Cabral, the guy who runs the Dyno-Drags, at 818-416-7320, or you can simply e-mail him at dynodrags@yahoo.com.

Of course, schedule-type things might still be subject to change at this point, so for the latest update on everything dealing with Harley's 100th, check out Harley's very own Web site, www.harleydavidson.com. And whatever you do in Milwaukee, above all, have loads of fun while you're there, because a party like this won't be happening again for quite a while.

—Tripper

The event to launch Harley-Davidson into the next 100 years is the 100th Anniversary Party in Milwaukee's Veteran's Park on the shores of Lake Michigan, Sunday, August 31, 2003. It is the culmination of everything that's been leading up to this birthday bash—the Open Road Tour, the Ride Home, and the four-day celebration—and one of the biggest birthday parties the world has ever seen. But let's take this from the beginning, shall we?

THE RIDE HOME

With the Open Road Tour over—the last party took place in Hamburg, Germany, from July 25 through 27—the next event is the Ride Home. Starting August 17, 2003, all roads will lead to Milwaukee. If you want to get there in style, you'll be riding there on your very own Harley motorcycle. Now, you can do this on your own, with a group of friends, and on any roads to your liking, or you can join the company's Ride Home. The Ride Home allows riders from around the country (or the world) to travel one of four routes across the U.S.: Northwest, Southwest, South Central and Northeast. All four rides culminate in Milwaukee on August 27, 2003, for celebration events.

The rides are unguided so riders may go at their own pace, but there will be scheduled gathering points at locations along the routes where enthusiasts can enjoy Harley-Davidson camaraderie. The Ride Home activities are free, except for the Exclusive Parties, for which you need tickets, but since the last day to purchase those was May 21, it's a little late to talk about these parties, except that had you had a ticket, you would have had a great time.

At the regular parties, you can purchase a Ride Home Commemorative Kit, which includes the following one-of-a-kind Ride Home merchandise: pin, T-shirt, reflective patch, embossed leather trinket box. This kit is not required to participate in the Ride Home, but it is the only official Ride Home merchandise available. Each kit costs $100 and a portion of the sales will be donated to the Muscular Dystrophy Association. Check Harley's Web site for more information on how to purchase these kits.

The routes go along some very scenic roads and are broken up into various segments highlighted by different parties along the way. Here's a breakdown:

The Northwest route starts in lovely Portland, Oregon, with a rendezvous and a dealer party, followed by more dealer parties in Kennewick, Washington; Missoula, Great Falls, and Billings, Montana; a rendezvous, dealer party and street party in Sturgis, South Dakota; great dealer parties in Sioux Falls, South Dakota, and La Crosse, Wisconsin; a rider oasis in Madison, Wisconsin, and arrival in Milwaukee thereafter.

The Southwest route commences with a rendezvous, dealer party, and exclusive party in Las Vegas, with further stops and killer parties in Flagstaff, Arizona; Albuquerque, New Mexico; Amarillo, Texas; Oklahoma City; Kansas City, Missouri; Springfield, Illinois; and Madison, Wisconsin.

The South Central route starts off in Baton Rouge, Louisiana, and continues on to Memphis and Nashville, Tennessee; Indianapolis; Rockford, Illinois; and then Madison, Wisconsin, before ending in Milwaukee. Of course, parties will happen at the above locations.

The Northeast route starts out from New York City to the nation's capital; Harrisburg, Pennsylvania; Buffalo, New York; Dearborn, Michigan; Joliet, Illinois; and Madison, Wisconsin, before…do you

really need us to tell ya? You get the idea.

Helping you with your participation in any of the above rides—or even if you want to ride a different route on your own—is the Harley-Davidson Ride Planner, a Web-based map program allowing riders to build their own route. The tool enables users to locate authorized H-D dealerships and view any planned activities relating to the big birthday bash.

THE CELEBRATION

Once you've made it safely to Milwaukee and have found a place to stay (see our Where To Stay column a few words down this letter trail), you might be ready to party. Harley-Davidson wants to make sure that ennui safely remains an unused foreign word in your vocabulary and won't see the light of day during your stay in Milwaukee. Which is why they have something called The Celebration happening from August 28 through 30.

The Celebration, despite lacking an "s" and thus being a seemingly singular event, will actually be happening at various locations—sort of an amoeba-like splitting thing—throughout the entire Milwaukee area, including the Summerfest Grounds, the Milwaukee Lakefront, the Milwaukee Art Museum, and the Harley-Davidson facilities. The celebration activities are open to all and any motorcycle enthusiasts and the general public. However, if you want to attend, you're gonna be anteing up half a hunny per person, or a whole hunny for you and your honey (okay, that was corny), plus five more bucks in taxes, etc. You can order these tickets online or per telephone at 800-HD100TH. When you order, you'll receive a confirmation number, and since the event will happen regardless of weather conditions, there'll be no refunds or exchanges. But hey, look at what you're getting: a laminated ticket with lanyard for unlimited single-person admission to the Summerfest Grounds and the Milwaukee Lakefront (activities at the H-D facilities are free), 100th Anniversary and U.S. flags, a commemorative 100th Anniversary patch, an event letter, and a coupon for a complimentary souvenir brochure.

CLUB H.O.G. XX ANNIVERSARY PARTY

If you happen to be one of the 750,000 esteemed members of the Harley Owners Group (H.O.G.), you're probably better informed than any of us and won't need to be told about all the H.O.G. events the Group's got planned. But just for kicks, we'll jot it down real quick-like anyway (because we are, after all, professional journalists): Tied in with the bog one-double-0 is, as you may know, H.O.G.'s 20th anniversary...how convenient, right? Accordingly, the folks at the Group will have a H.O.G. event schedule going from August 27 through 30, beginning with a big H.O.G. Welcome on August 27 at 8 p.m. Where, you ask? At the Washington County Fair Park, located at Highway 45 and PV near West Bend, Wisconsin, about 30 miles northwest of downtown Milwaukee. Of course, you've got to be a current H.O.G. member to attend and show them your membership card. Non-members will not be admitted. The event is free, and you'll get a commemorative 20th Anniversary pin, a Milwaukee Open House pin, there'll be musical entertainment on four stages with nine house bands, a bunch of strolling entertainers, as well as a ride-in show, destination rides, merchandise, a vendor mall, MDA activities, drill teams, a hog.com cyber café, and plenty more.

THE PARADE

Whether you're a H.O.G. member or not, you'll want to check out The Parade taking place on Saturday, August 30. With a group of MDA fundraisers leading the way, some 10,000 Harleys will parade

through the streets of Milwaukee on Saturday, August 30, 2003, in honor of the company's 100th Anniversary. It is advertised as "a rolling and rumbling display of Harley pride like none ever seen before." Although anybody can come by and spectate, only those with an official parade credential will be permitted to ride in the parade, but if you haven't gotten yours, you should have done so by July 15, so unless you have a time machine....

The Parade is scheduled to depart at 9 a.m. local time from the Milwaukee County Zoo (10001 W. Bluemound Road) and proceed east to the Summerfest grounds located on the shores of Lake Michigan. In addition to raising funds for the MDA, the parade is designed to recognize those heroes who are some of the top MDA supporters. It is also one of the primary ways H.O.G. members can join the 100th Anniversary fund-raising efforts.

THE PARTY

If you've made it this far, you've now arrived at August 31 on your calendar, a date which will go into the annals of motorcycle history. Why? Because it is the day of The Party. Along with thousands of Harley enthusiasts from around the world, the state of Wisconsin and the city of Milwaukee are poised to become the setting for the largest 100th birthday celebration the world has ever seen, and the main stage event will feature big-name, live entertainment and will kick-off another century of great motorcycles.

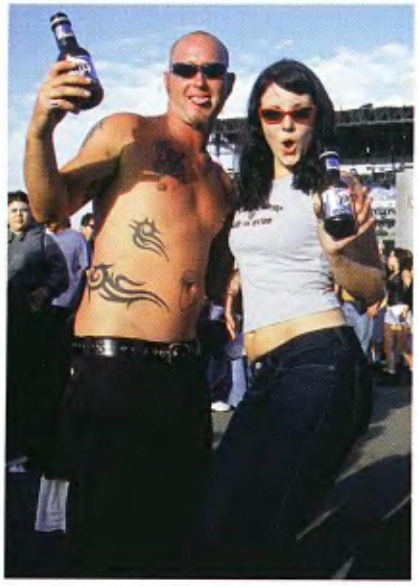
The Party is not only open to all and any motorcycle enthusiasts and the general public, but it's also free of charge. At this, "one of the greatest birthday parties the world has ever seen," there'll be plenty of big-name entertainment (although, at the time of this writing, just who those large names would be, could not be confirmed), and there'll be live music, fireworks, and birthday ceremonies to keep reminding you how long your favorite motorcycle's been around.

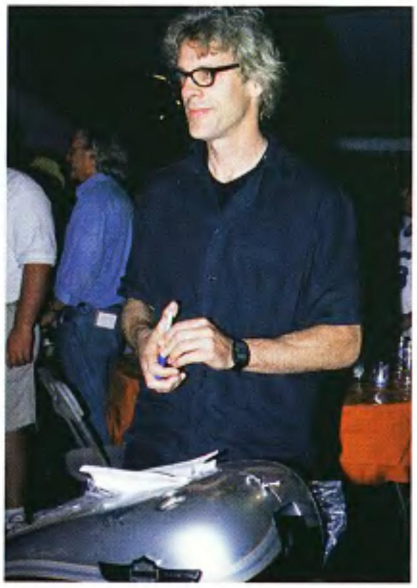
WHERE TO STAY

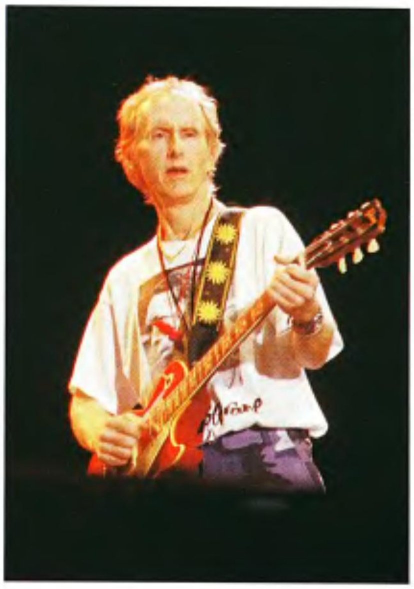
One thing's clear already, housing will be tight in the Milwaukee area during the last weekend of August. There is, of course, a large number of campgrounds throughout the area, such as the Riders Ranch, the "Campground with a Heartbeat." Located at the Waukesha County Expo, less than 20 miles from downtown Milwaukee, the Riders Ranch literally has a life of its own. Aside from every amenity imaginable for a campground, there's also live entertainment and even a kickboxing competition planned for the anniversary week. The Riders Ranch is like a city outside a city. For more info and reservations, call them toll-free at 800-773-5069 or check 'em out at www.riders-ranch.com. The Riders Ranch was a huge blast at Harley's 95th, and they promise to be an even bigger blast for the 100th.

You can also look for housing at Mega Housing Management, the official housing bureau for the 100th events. In preparation for the 100th Anniversary, last year Mega Housing secured a great deal of accommodations in the Milwaukee area. However, additional housing is continually becoming available as hotels and other suppliers release accommodations that were not included in the original Mega Housing room block.

Mega Housing will take reservations on a first come, first served basis for the best accommodations. They can also help secure accommodations outside of Milwaukee, in southeastern Wisconsin and northern Illinois and at various







campsites in and around Milwaukee.

Customers may make reservations with Mega Housing by visiting their Web site at: www.megahousing.com/100/. You can get to Mega Housing's site through the official Harley-Davidson site as well. Mega Housing will also take reservations by telephone at 1-800-773-5069 (toll-free within the U.S.) or 414-325-5028. Operators will be available Monday through Friday, 8 a.m.-5 p.m. CST. Due to the limited availability of space, only one reservation will be allowed for each person; guests may not reserve blocks of rooms. However, a guest may make multiple reservations on behalf of a group, provided that each reservation is made under a different name and credit card number.

Note that attendees of the 100th events are not obligated to use Mega Housing; customers may make arrangements on their own or through a travel agency. Housing prices and length of stay are determined by each provider and will vary.

As usual, please keep in mind that all dates, locations, times and activities are subject to change. For the absolute latest information, we suggest visiting Harley's official site. That way you can't blame us for getting it wrong. We're sure you'll find enough stuff to blame us for later anyway.

As mentioned in the beginning, all of this info—and more—can be viewed at Harley-Davidson's Web site. There, you'll find updates on all the excitement of the big party. It's a once-in-a-lifetime chance to be part of Harley history, so make the best of it: Ride safely, have a blast, and tell your great-grandchildren about it some day, so that they may one day attend the 200th Anniversary party and have as big a blast as you did at this one.

Photos: Markus Cuff

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TalkingTech

HERE'S THE BEEF

I've got a beef with my new Softail. A few days ago I pushed my bike into the sun to let it dry hoping to go for a ride later. I turned on the headlight so no fool would run into me as I was pushing the sled across the parking lot of my hotel and I accidentally left it on. It rained all day and I never approached the machine until moving it back into its nest that evening. The battery was dead, dead as a damned doornail.

My beef is I couldn't push-start the bike or even ride it after we boosted it. The damn thing wouldn't run with a dead battery even though there was no damage to the battery or anything. The only problem was it was dead. Why can't I run the damn bike with a dead battery? Can't we put a better generator or alternator on the thing so it can run and charge a dead battery?

I bought a trickle charger yesterday from Canadian Tire and when the battery is ready I'll be riding today, but yesterday I was screwed because of a dead battery. This seems like a petty way to stop such a wild beast, like arresting a tiger's movement by pulling one of his claws.

How do I fix this? I've got a carb. Should I add points or something? This sucks.

Bill Austin
Ashland, Oregon

Hold on there. You're blaming your motorcycle for something that's your fault, not the bike's. Take a minute to get your head on straight before we go any farther.

Electronic ignitions take more juice than points. Points will fire if there's even a hint of current in the battery, but as you found out, that's not the case with electronics. It's almost impossible to push start a motorcycle with an electronic ignition unless the battery is hot enough to make the starter click against the solenoid. If I had to guess, I'd say the magic number is nine volts.

The problem with push starting a 650-pound motorcycle, even one with enough juice to fire the ignition, is getting it rolling fast enough to start the engine. Here's the right way to do it for next time:

Go get at least two strong, healthy people to help you, and try to find a hill. Push the bike to the top and saddle up. Put the bike in third gear. You may have to rock it back and forth a little to find third. Pull the clutch lever in and get your helpers to push the bike forward a few feet. Pop the clutch out. Compression will stop the bike and leave a piston near Top Dead Center. That will help bump it past TDC when the serious pushing starts.

Switch the ignition on, be sure the handlebar switch is in the "run" position, pull the clutch lever in, and tell your helpers to start pushing for all they're worth. Tell them not to stop until the bike starts and you ride away from them under power. Make sure the helpers understand that their job is to push and yours is to control the bike. With the bike rolling, stand on the pegs. When your pushers are going as fast as they can, you'll have to do two things at once: dump the clutch and at the same time drop down hard on the saddle, as far toward the rear of the bike as possible. That will help the tire get enough traction to turn the engine over.

Obviously, this isn't something you'll want to try on gravel or sandy pavement, or if there's the remotest possibility that you'll fall down and hurt yourself. The bike may pop a few times but not start. If that happens, pull the clutch lever back in, tell your helpers to keep going, let momentum build for a few seconds, and repeat the drop and dump routine.

The most common mistake with push starts is to stop pushing too soon. The pushers tend to stop when the bike pops and sputters a little, which isn't the hot ticket. Instead, tell them to keep going until they fall down from exhaustion or you pull away under full power, whichever comes first. Having enough juice to make the starter click also applies to jumpstarts. There has to be at least a little charge in the battery for a jump to work. Always connect the positive terminals of the cables first, and be careful not to touch anything except the terminals when you connect the cables—you could cause a short and trash the charging systems in both of the vehicles.

After you've connected the cables, rev the helper vehicle to 3,000 rpm to be sure the alternator is putting out 100%. Batteries do explode from time to time, so jump start at your own risk. Points are cheaper than electronics, easier to troubleshoot, and they require less current to activate the coil and fire the plugs. The drawback is that they need maintenance. Regardless, if you had gotten your Softail going, it would have run off the alternator.

Just so we're double clear on this, please understand that you caused the problem, not the bike. A bigger charging system wouldn't have done you any good with a dead battery, and I doubt points would have either.

WHAT'S HOT AND WHAT'S NOT

Help us out on this one please. My Harley Evo runs around 185 oil temp at the oil bag after going through a cooler. My friend says that is too hot and that his 1970 Harley FLH Shovel runs at 120. I know that the Shovel is running a 4-quart oil bag verses 3 in my Evo. We both run 20/50 in the bikes except my friend puts 1 quart of synthetic oil. What should the oil temp be around, and also what is too hot an oil tempurature?

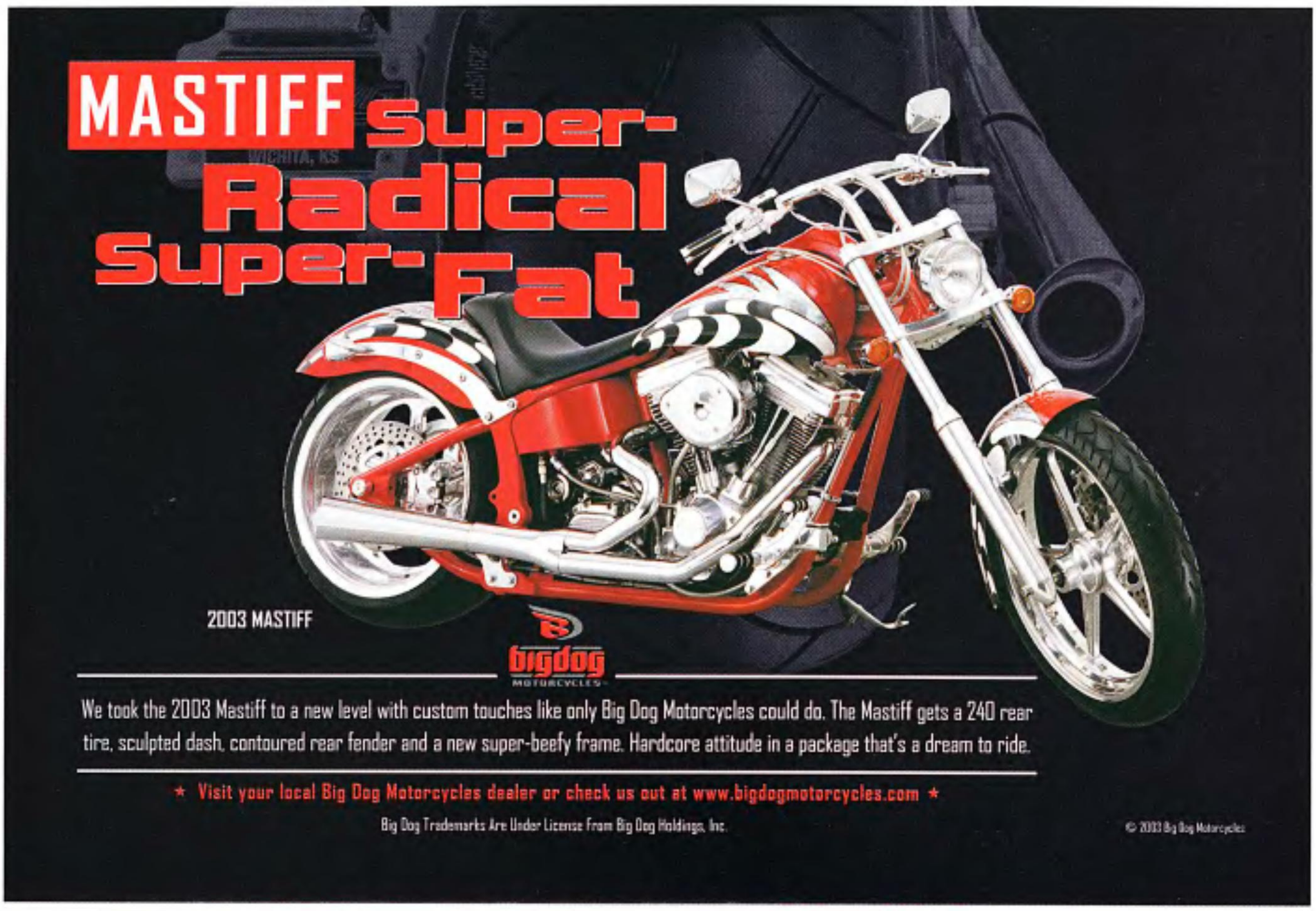
George Guida
Stroudsburg, Pennsylvania

Three factors are at work here. First, you have an Evo and your buddy has a shovelhead. Second, there are books called "manuals," look into them. Now the ideal oil tempurature is 215 to 225 degrees Fahrenheit, but 230 or even 240 isn't too bad. The deal here is that oil has to reach 212 degrees to boil off the water that accumulates as a byproduct of combustion. In general, Harley-Davidson Evolution engines run pretty cool. If your oil temp stays at 185, consider getting a thermostat to bypass the cooler until the oil's hot enough to need it.

I'd say that either your shovel buddy is yanking your chain, his temp gauge is wrong, or it reads Celsius instead of Fahrenheit. If that's the case, try selling him your oil cooler. He needs it more than you do.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.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OUR PICK OF THE TOP 10 AMERICAN MOTORCYCLES OF 2003

Easyriders' Top 10 Bikes

Welcome to our Top 10 List of American Motorcycles for 2003—always a crowd-pleaser in this magazine. Since this is *Easyriders* and not some kind of fancy, anal retentive, analytical consumer-oriented publication, we didn't make any attempt at approaching our Top 10 with the idea to rank these bikes in any particular order (except alphabetical).

This year you'll find bikes for every custom cruiser taste, from several wild choppers, to low and lean pavement pounders, and even the mighty VRSCA V-Rod returns for a second year in the Top 10.

We were able to compile a comprehensive Top 10 thanks to the variety of tantalizing cruiser motorcycles that exists today, with large and small domestic manufacturers doing their darned best to cover every facet of our healthy and ever-growing hobby and industry.

We didn't bother hauling all 10 bikes around half of the country at great expense, or renting a racetrack for the week and run them in a spectacular, 'till-death-or-piston-failure shootout. Instead we just threw them about the following pages in alphabetical order so you can feast your eyes on some of the most sought-after and popular two-wheeled wonders available today on the market. As a rider and an enthusiast you probably have enough experience with motorcycles to know what you are looking for in a new bike. Whether your choice is based on technical and functional considerations, or esthetics and style, you can be sure you will find a motorcycle that will match your whims. You can also peruse your past issues of *Easyriders* and find road tests on some of these models.

Regardless of their size, the manufacturers featured in this Top 10 have in common a deep passion for bein' in the wind, an understanding of your needs, and a strong dedication to giving you the best riding experience with the best possible products and services.

All of the companies we've included in our Top 10 have proven their ability to deliver quality American V-twin motorcycles and have established dealer networks and full warranty programs to prove it. Due to space restrictions, we can only show off one motorcycle per manufacturer—so we'll leave it up to you to contact them and check out the rest of their goods.

—Lafayette

American IronHorse Texas Chopper

Founded in 1995, American IronHorse designs and builds factory custom V-twin cruiser and touring bikes in the high-end niche of the motorcycle market. Employing 275 people, the company designs and manufactures over 300 proprietary parts for its motorcycles.

American IronHorse offers seven factory custom models, including cruiser, rubbermount, rigid, single-shock and touring styles. You can also order a custom bike built from ground up to your own specs. All American IronHorse bikes are EPA, CARB and emissions certified for riding in the United States. The company provides unlimited mileage warranties on all bikes and a 24/7 roadside assistance program.

The Texas Chopper is one of the company's best-selling models and features a bad-to-the-bone design by Tim Edmonson and uses many of the company's proprietary components. Other features included a 1-piece custom gas tank, stretched frame with a 38-degree rake, strutless, chubby rear fender, 240mm low-profile rear tire and matching wheels, brake rotors and drive pulley.

Call American IronHorse at 817-665-2000 to get the address a dealer near you or check out their Web site at www.americanironhorse.com.

Big Bear Choppers' Reaper

Available from Big Bear Choppers as a bike kit, the Reaper can also be assembled and delivered as a turnkey chopper, ready to scorch the asphalt. The Reaper comes complete with its 100-horsepower, RevTech 100-inch V-twin engine, RevTech 6-speed transmission, 3-inch open BDL belt primary drive and a 250 Avon Venom rear tire. Also available with S&S motor and Baker tranny configurations.

The Reaper is built around a BBC frame with plenty of stretch and a 40-degree rake and features an extended front end, billet aluminum custom wheels and many more extras.

Go to www.bigbearchoppers.com to find out more about the Reaper and other models from Big Bear Choppers or give them a holler at 909-878-4340.

Big Dog Chopper

Big Dog Motorcycles has been producing American cruisers for the past nine years. Since the beginning Big Dog has been working on developing a reputation as a company who builds great bikes, and stands behind the warranty with good customer service. They now have dealers in about 40 states.

For 2003, Big Dog brings you a line of six aggressive bikes ranging from rigids and choppers to rubber-mounted and pro-street models.

Inspired by the classic choppers of the past, Big Dog took their Chopper (shown below) to a new level with custom touches like only BDM could do. For starters, the Chopper goes super fat with a 250-rear tire on a smooth-running, hidden-shock frame. Then they added a Baker 6-speed for unmatched highway performance. The bike is pretty radical with a 40-degree total rake that offers a hard-core attitude in a package that's a dream to ride.

Contact Big Dog at 316-267-9121 or go to www.bigdogmotorcycles.com.

Harley-Davidson FLSTC Heritage Softail Classic

Styled to recall the past, Harley-Davidson's Heritage Softail Classic with the Twin Cam 88B engine and detachable windshield, is ready to tour or cruise. This bike takes riders back in time with features such as a fat front fork, classic studded leather saddlebags, chrome-studded seat, full windshield, floorboards, large chrome headlamp with twin passing lamps, a fat bob fuel tank, 1950s-style leather saddlebags, passenger backrest, touring handlebar, full FL front fender with chrome accents, chrome passing lamps, chrome-plated directional light bar, and chrome hub cover.

Stop by your local dealer or visit www.harley-davidson.com.

Harley-Davidson FLHRCI Road King Classic

The Road King Classic draws its styling cues from storied Harley-Davidson motorcycles of the past. With wire-laced wheels, fat whitewall tires, and gorgeous leather-wrapped hard saddlebags that retain their shape mile after mile, this motorcycle turns heads. The fender tips and seat valance boast a unique, chrome Road King Classic 3-D emblem for added style.

The FLHRCI Road King Classic features a large, Hiawatha headlight and chrome nacelle, detachable windshield, a large tank-mounted speedometer, leather-wrapped hard saddlebags, 1-piece tooled leather seat, chrome fender and seat emblems. You'll also find wide whitewalls, wire-laced wheels, standard electronic fuel injection, standard vibration-isolated, black and chrome Twin Cam 88 engine, triple-disc brakes, air-adjustable rear touring suspension, and electronic cruise control.

Stop by your local dealer to find out more or check the official Web site.

Harley-Davidson VRSC V-Rod

Created in 1903, and celebrating its 100th Anniversary this year (in case you hadn't noticed yet,) Harley-Davidson is the oldest motorcycle manufacturer in existence in the United States. Always looking to improve their unbeatable formula without loosing their heritage, Harley-Davidson re-designed their V-twin engine in 1999, with the introduction of the powerful and flexible Twin Cam 88 for the rubber-mounted models. If this wasn't enough, they came back in force for 2000 with a vibration-free, balanced version of the Twin Cam 88 to power all Softails, the Twin Cam B.

Today the legendary manufacturer from Milwaukee is stronger than ever, offering models to a variety of customers with different tastes, riding styles, and budgets.

Showcased here is the VRSCA V-Rod. This slick road warrior has taken the world by storm. The mind-blowing 60-degree V-twin Revolution power plant will take you down the quarter mile faster than any stock Harley in history (try zero to 60 in first gear!). What can we say? This Harley kicks ass!

Stop by your local dealer or check the official Web site at www.harley-davidson.com.

Indian Spirit

For 2003, the Indian Spirit continues to rely on the power of an 88-cubic-inch (1442cc) S&S Cycle engine with a raw-aluminum finish and polished fins. This air-cooled, Super Stock engine with its 3 5/8-inch bore and 4 1/4-inch stroke delivers smooth throttle response throughout the rpm range while producing excellent torque and roll-on performance. Chromed, 2-into-1 exhaust pipes give the Spirit a distinct, V-twin sound and custom profile.

The Spirit's drivetrain features a constant mesh, 5-speed transmission, primary chain drive and rear belt drive. A new polished, stainless steel belt guard adds to the Spirit's overall look.

Designed for the open road, the Spirit is equipped with disc brakes, front and rear, with billet-aluminum, 4-piston calipers. Providing excellent comfort and handling, the Spirit features 41mm hydraulic, dual-damping forks and nitrogen-charged, hydraulic rear shock absorbers with adjustable preload. Adding to the comfortable ride of the Spirit are wide 130/90-16 tires mounted on 60-spoke chrome wheels.

Call Indian Motorcycles 408-846-7200 for more information, or visit them on their Web site at www.indianmotorcycles.com.

Minneapolis Custom Cycles WFT Chopper

Minneapolis Custom Cycles' WTF (Wide Fat Tire) Chopper features dynamic styling and great proportions. Its extended and inverted front end and long wheelbase scream chopper and command attention and respect on the road and on the streets.

Powered by a 103-horsepower, 113-inch polished S&S V-twin engine, the WFT Chopper uses a 5-speed tranny (6-speed optional) with a Rivera Pro-Comp clutch for smooth gear changes and ease of use. The WFT Chopper is built around a Daytec frame featuring a 6-inch stretch and 43 degrees of rake for a wheelbase of 83 inches.

Call Minneapolis Custom Cycles 612-529-8446 for more information on their line of distinctive motorcycles or log on to www.mplscustomcycle.com and feast your eyes on the company's Web site.

Titan Sidewinder Chopper

Born from the cult of the big, all-American V-twin motorcycles immortalized in many biker movies, Titan motorcycles strive to symbolize the free spirit of the modern American West. Founded in 1994, Titan set out to become the ultimate in custom-designed, volume-produced performance motorcycles.

Today Titan motorcycles are built using the "cell" assembly method. This means that only one technician is responsible for each bike, from the earliest stages of assembly to the final roll-off and initial road testing.

Titan motorcycles can be financed and insured, showing a good resale value as indicated in the N.A.D.A. book and the Kelly Blue Book.

Shown here is the Sidewinder Chopper, featuring a 107-inch S&S engine with 5-speed transmission, a wheelbase of 74 inches, with 35 degrees of rake and 3 degrees in the trees. Also standard on the Sidewinder Chopper is the 54mm inverted front end, 13-inch front disc brake, polished billet aluminum wheels, and much more.

Call Titan at 602-678-4826 or log on to www.titanmotorcycles.com.

Victory Vegas

Presented to the public at the Sturgis Rally last summer, Victory's Vegas is a completely new motorcycle for Victory, built on a new chassis and dressed in stylish sheet metal and chrome.

While other Victory cruisers featured a more conservative and functional styling, the Vegas is dressed to thrill. Looking smooth and fast, the new Victory Vegas is low, sleek, and loaded with cutting-edge technology and powered by the Freedom V-twin engine.

The Vegas boasts a 21-inch front wheel, forward-mounted foot controls, a stretched swingarm and increased fork rake. The wheelbase is one of the longest on the market and the frame uses larger-diameter tubing that provides greater torsional rigidity.

Seating position is lower than on any other Victory, making it a good fit for a wide range of rider body types and ideal for enjoyable cruising. The pulled-back cruiser handlebars put the rider in a comfortable position and their rubber mounting reduces vibration dramatically.

As the Victory designers scrutinized their early Vegas prototypes, they invited Arlen Ness and Cory Ness to serve as consultants, providing design insights and styling ideas.

The Vegas is powered by the company's fuel-injected Freedom V-twin engine, a 92-incher with single overhead cams, four valves per cylinder, self-adjusting cam chains, and hydraulic lifters.

Call 1-800-POLARIS or log on to www.victory-usa.com.

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VINNIE SAVINO'S NYC CHOP

Big City Rigid

A couple years back," Vinnie Savino begins, "two or three years ago when this whole West Coast chopper thing all started to really happen, well, I took one look and knew right away I had to have a plain, no-frills rigid chop, too. I like that look," says this New York City boy. "But I sure wasn't going to California to get it," he quickly adds. He didn't have to. He stayed right in Manhattan, heading over to 27th Street between 10th and 11th Avenues where "New York Nick," an old pal, had recently opened his own shop. Nick and New York City Customs made Vinnie's bare-bones dream a reality.

A stone-solid bike guy from the get-go, this House of Kolor tangelo chopper is "probably my 15th bike," says Vinnie, and for his very first rigid he knew exactly what he wanted. "It had to look like just a frame and a motor, know what I mean?" And now that it's done Vinnie loves it, in all its almost-not-there simplicity. "I knew what it was getting, I knew what it was going to ride like, there were no ugly surprises. Only good ones." The bike was finished last November, and, not about to wait for warmer weather to try things out, Vinnie hit the streets immediately. He hasn't got off 'em much since, either. In fact, Vinnie rides this bike three or four times a week, blasting through the streets of Manhattan and all over the tri-state area to custom events and bike-nights wherever he can find them.

"People think it's crazy, riding through the city like I do," he says, "but it's not bad at all. In fact, it's a blast. I enjoy the hell out of it."

Vinnie and Nick began the build by looking through the magazines for some inspiration, noting what they liked and what they didn't, and flipping pages in all the catalogs scouting out the parts they'd need.

"We found most everything without much hassle, too," says Vinnie, and what wasn't available, Nick made. The guy's more than up to the job.

New York City Customs opened in 2000 in the Chelsea Art District; it has about 1,200 square feet for Nick to play in. Along with manufacturing and supplying custom parts, such as his Iron Cross handlebar riser and oval oil tanks, to distributors like Drag Specialties, Nick has a motorcycle manufacturer's license now, too, so the bikes coming out of NYCC leave with a genuine VIN. Nick and his main man Mark K handle the building chores, while Nick's wife keeps them and the business in line.

Vinnie's rigid was only the shop's third or fourth complete build, says Nick. But since then obviously word's gotten around (probably due in no small part to Vinnie's almost ceaseless riding habits), because the guys now have 20-plus bikes under their belt, and no two are alike.

How much does Vinnie like his rigid? "Put it this way," says the guy who built it, "I don't know how many times he's told me this is the first V-twin he's ever looked forward to riding."

The V-twin he's riding here is a pretty strong example, too. The motor is an H&L Performance piece using bits from S&S, Shumacher, and Keith Black, it's putting well over 115 horsepower to the rear wheel. And as nice as the bike looks in these photos, you can bet it's even cleaner this very moment.

"The guy's almost neurotic," says Nick. "He's constantly on the bike, and he's constantly after it. There's never a spot anywhere, and Vinnie thinks nothing of hopping on for a quick 200-mile ride on a Saturday afternoon."

The bike is ultra reliable, too. In over a year of riding over some pretty nasty streets in New York City, absolutely nothing has worked loose, nothing has fallen off. Vinnie Savino's one lucky guy, huh? You haven't heard the half of it.

Vinnie pays for his motorcycle habit by working as a commodities broker down in lower Manhattan. He was sitting at his desk in Tower One of the World Trade Center on the morning of September 11th, doing his thing, when he felt that plane hit. "And believe me," he says, "it shook us good." Unscathed, Vinnie made it down from the 25th floor in record time. Makes a guy sit back, take note, and savor this whole motorcycle thing all the more, wouldn't you say?

—Joe Kress

Easyriders

passin' gas

Two chicks were hangin' around together havin' a few drinks at the bar when Kelly says, "Candy, I don't know what to do. That good looking biker that comes in here asked me out on a date Saturday night. Think I should go?"

"Oh, my gosh!" exclaimed Candy. "He'll wine you and dine you, then use any ruse he can to lure you up to his pad. Then he'll rip your dress off and you'll have wild sex all night."

"Well, what do you think I should do?" asks Kelly.

"Wear an old dress...."

Rooster
Crescent City, California

A doctor was making a house call to an elderly biker's house, to check up on his ol' lady who recently had surgery. When he arrived she was in good spirits, and he remarked on her condition.

"You seem to be handling this very well. Have you ever been bed ridden before?" he asked.

"Oh my, yes," she replied. "And a few times in the back of a van...."

Jerry Blackburn
Owensboro, Kentucky

A study done over the past several years has proven that more money has been spent on breast implants and Viagra than has been spent on Alzheimer's disease. Researchers have concluded that by the year 2030, there will be a huge number of elderly people wandering around with big breasts and erections that can't remember what to do with them.

Rodney Hochstrasser
Greensburg, Pennsylvania

Q: What's the worst part of the rising unemployment rate in the U.S.?

A: It's harder to screw the women in the neighborhood when their husbands are home all day.

Big D
Funtown, U.S.A.

A young boy was out with his father in the park when he spots a woman about to breastfeed her baby. She unbuttoned her blouse, rolled out a very large breast and popped the rosy nipple into the child's mouth.

"Hey, Dad! What's that woman doing to that baby?" the boy asked.

"Relax, son. She's just feeding him," the father replied.

"Get outta here!" the boy exclaimed. "There's no way he'll eat all of that."

Rocky
W. Palm Beach, Florida

Two married woman, Claire and Sue, met for lunch one day. Claire was bragging, "You know, my sex life has improved a hundred percent since me an' the ol' man got into S&M."

Sue gasped, "I never figured you two for that kind of thing."

"Oh, sure," said Claire. "It's not really that kinky—he snores and I masturbate."

Mountain Man
Mountain, Wisconsin

Grizzly, a big, burly biker, is finally marrying his ol' lady, who's a very petite, li'l woman. At the wedding one of his brothers asks him, "Jes' wonderin', bro. With the size difference, how the hell do the two of you have sex?"

The big fella says, "I just sit there in a chair, naked, she sits on top and I bob her up and down."

His bro replies, "Why, hell, that don't sound too bad."

"Yeah, it's okay," says the big guy. "It's kinda like jerkin' off, 'cept I got somebody to look at."

JoLo
Long Beach, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Vinnie Savino
City: ....New York City

General

Fabrication: ......NYC Customs
Year and make: ....2002 NYCC
Model: ....250 Rigid
Assembly: ....NYCC
Time:..........................6 months
Chroming: ....Mara Plating

Engine

Year and model: ....2001 Shumacher
Rebuilder: ....H&L Performance
Ignition: ....Dyna Single-Fire
Displacement:108 cubic inches
Lower end: ....S&S
Balancing: ....H&L Performance
Pistons: ....Keith Black
Cases:................................S&S
Heads: ....Shumacher billet
Cam: 0.600
Lifters: ....JIMS
Carb(s): ....S&S G
Air cleaner: ....Force Winder
Pipes: ....Jesse James

Transmission

Year: ....2002 RevTech
Modifications: ....polished
Shifting: ....foot, NYCC linkage
Engine sprocket: ....BDL
Trans sprocket:...................BDL
Wheel sprocket: ....Tolle

Paint

Molding: ....NYCC
Painter: ....Visual Impact/ Mike Terwiliger
Color/type: ....Tangello/ House of Kolor

Frame

Year:.................................2002
Builder: Rolling Thunder/NYCC
Type: ....rigid
Rake: ....46 degrees
Stretch: ....2 inches out/ 6 inches up

Accessories

Bars: ....Carlini
Risers: ....integral
Fender(s): ....FatKatz
Headlight: ....Headwinds
Taillight: ....custom, NYCC
Pegs: ....Performance Machine
Electrics: ....NYCC
Gas tank: ......Independent Gas Tank Co.
Oil tank: ....NYCC
Oil system: ....S&S
Primary cover: ....BDL
Seat: ....NYCC/Butt Crack
Mirrors: ....NYCC
Grips: ....Performance Machine

Forks

Type: ....H-D Deuce/Perse
Extension: ....10 over
Builder: ....NYCC
Modifications: ......Perse lowers

Wheels

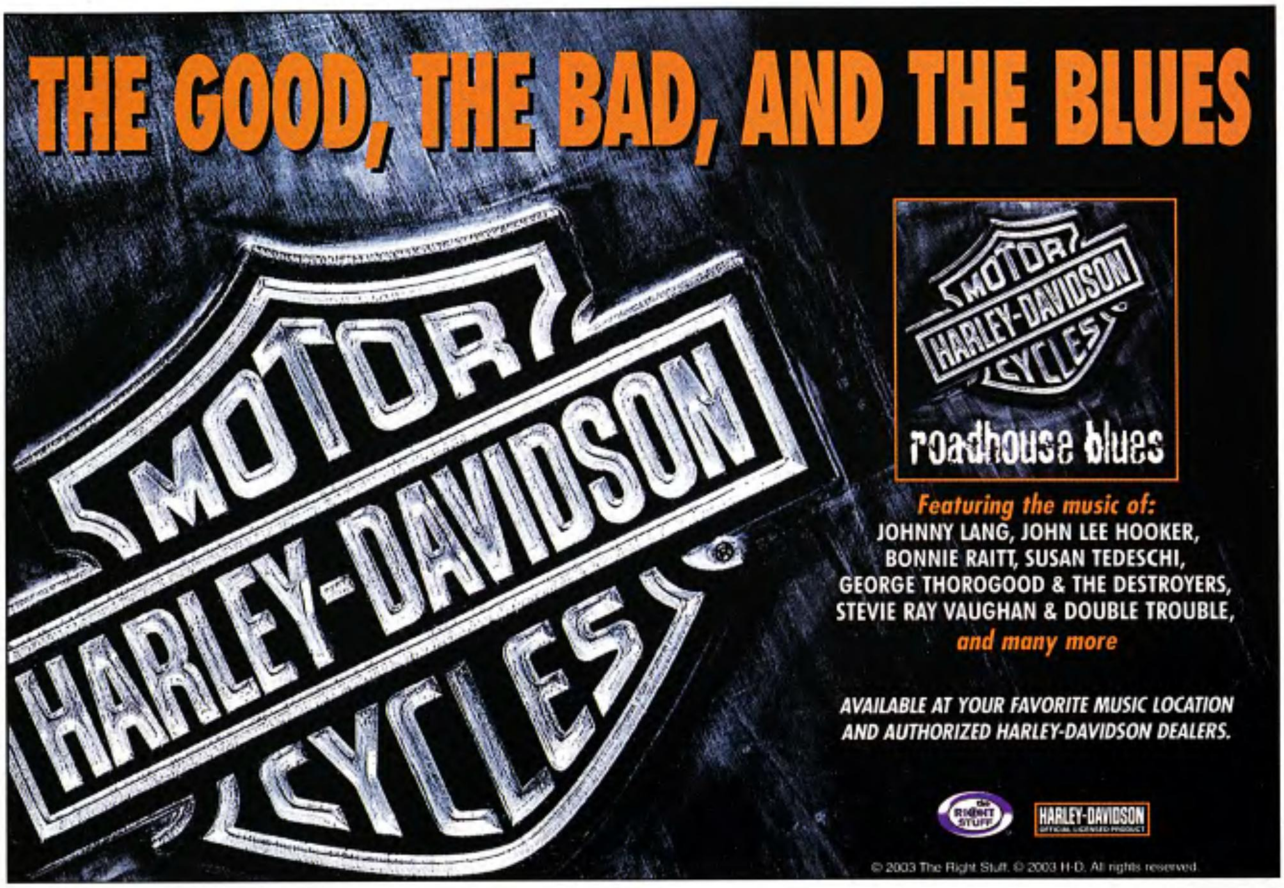
Front

Type: ....H-D Deuce
Size:...............................21-inch
Rim width: 2-inch
Tire: ....Avon, 21-2.15
Brake:....Performance Machine

Rear

Type:..............................Sturgis
Size:...............................18-inch
Rim width: 9-inch
Tire: ....Avon, 250-18
Brake:....Performance Machine

Photos: ....Dino Petrocelli



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MAKING THEIR MARK ON YOUR MOTORCYCLE

CHROMEFUSION

Sanjoy Motorcycle Engraving, a privately held business in Las Vegas, was developed and evolved from one family's multi-generational love affair with two wheels. This three-person nuclear unit specializes in the ancient art of hand engraving—with a twist.

Their engravings are carved into metal to enhance and personalize motorcycles. Think colorful tattoos etched into steel, radiating a rainbow of unique iridescence, continuously altering its appearance as light hits it, and you've got ChromeFusion, the brainchild of Sandy, Joyce and Jason Steiner. Nothing this novel comes without a lot of effort and deep study, backed by a love of motorcycles.

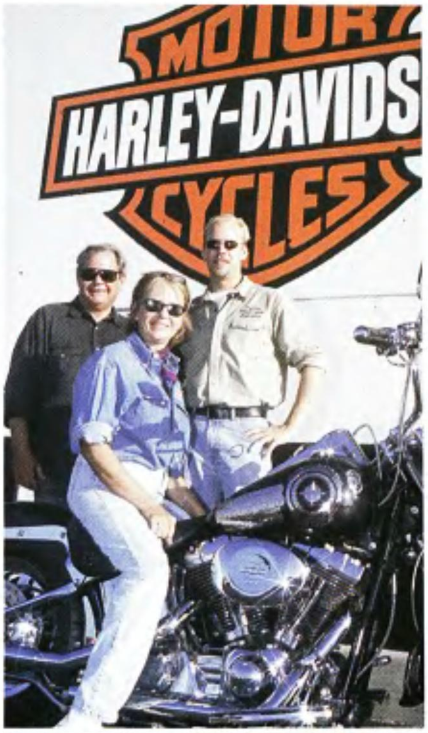
Last summer we got a chance to visit the Steiners at their shop. We discovered a close-knit family, dedicated to first-class excellence in their field, buoyed by a legacy of riding heritage. Their love of motorcycling is backed by an endearing easy-to-talk-to good-natured attitude.

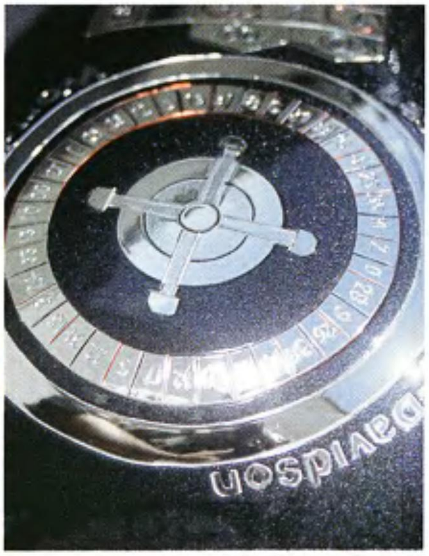
Sandy, the patriarch, estimates he took his first putt at the tender age of 6 months aboard a knucklehead. Both his parents rode big twin motors after WW II, and throughout the '50s, '60s and '70s. His father, James, rode with the White Eagles MC in their hometown of Shreveport, Louisiana. His mother, Ruth, was a member of the legendary Motor Maids Motorcycle Club, the original all-woman, motorcycle organization dedicated to charitable civic causes. They displayed a keen knowledge of their machines, a penchant for self-reliance, expert riding skills and road safety, all while dressed impeccably, always promoting an extremely lady-like image. They were the bomb.

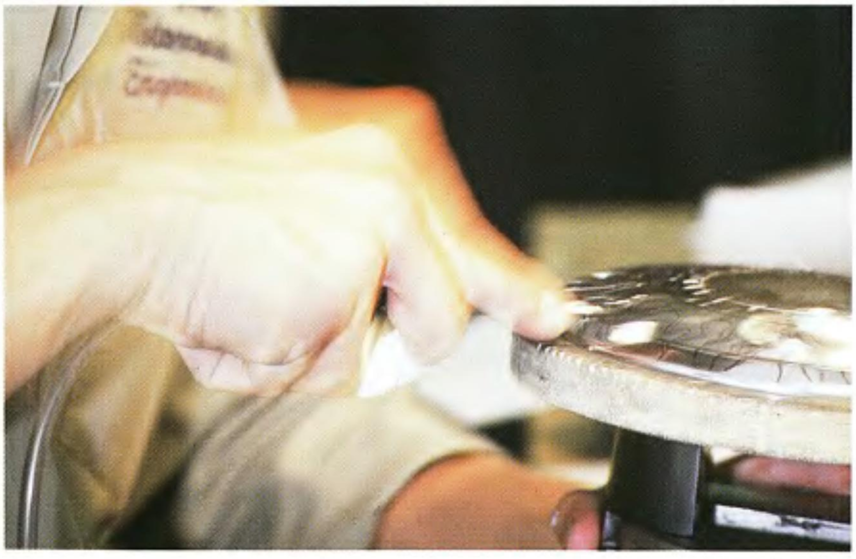
As a youth Sandy enjoyed using his hands whittling on wood. Later, as an adult he found relaxation and nurtured his artistic side by hand-tooling leather saddlebags, tool pouches and jackets, as a stress relief from his high-tension job as a stock broker in Nashville, Tennessee, where he and Joyce had relocated to.

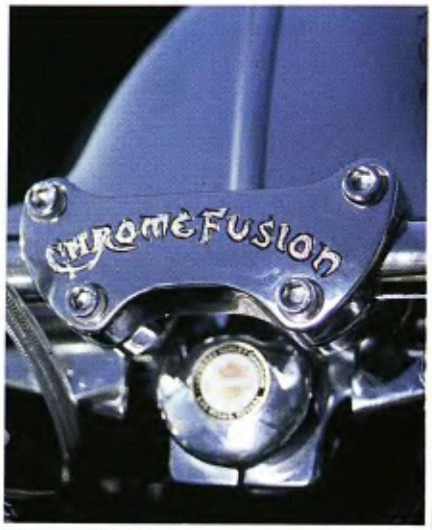
Sandy also cultivated an interest in engraving designs into metal. After years of studying methods used by ancient societies, including intricate artworks found in the tombs of Egyptian pharaohs, he came up with the idea of using a tool similar to a tattoo gun for metal engraving.

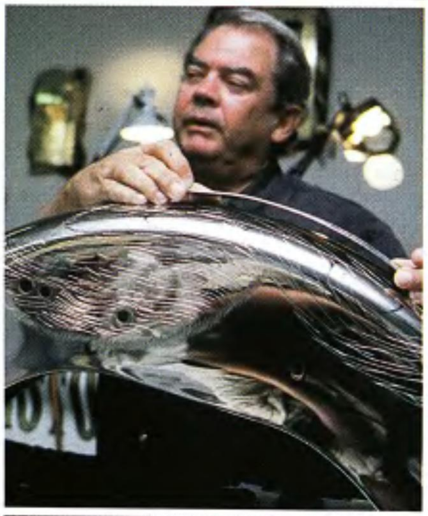
Practicing on his friend's bikes, Sandy etched intricate designs into sheet metal and primary, derby, points and distributor covers. He then injected those engravings with color. The process was eventually registered with the Patent Office under the name ChromeFusion.











Photos: Kim Peterson

The process actually was the invention of their son, Jason, who brought the 5,000-year-old technique of hand engraving forward to the future. Using small tools called gravers, driven by chasing hammers by hand, Sandy and Jason slip on welder-like helmets with magnifying glasses and cut delicate lines into the metal's surface, at various angles and degrees of length, width, and depth producing a three-dimensional appearance. Making the cuts at an angle to the surface causes light to reflect in a manner similar to facets in a diamond, capturing light at one angle and reflecting it at another.

The Sanjoy folks maintain they are the only company that can apply color to engraving. Who are we to argue? The process took three years of trial and error to invent and perfect, the details of which are a closely guarded trade secret. Suffice it to say, when color is applied the engravings take on a life all their own.

The technique they've created and mastered is a new style of art for motorcyclists who demand originality to portray their personality. Sandy prefers working with Harley parts to best display their high level of workmanship.

After engraving, each piece is "show-chromed" with a bath in virgin copper, then in solid nickel before a final dip in a layer of pure chrome. The end result is surreal, personalized, and one of a kind.

Sanjoy's work is unparalleled. And is appreciated worldwide, by word of mouth and at www.sanjoyengraving.com. Each piece of motorcycle art requires careful planning for the final design and takes many hours to complete.

Three years ago the Steiners, realizing they had advanced their product about all they could in Nashville, took a deep breath, made a family decision and loaded up the truck and moved Sanjoy Engraving west to Las Vegas. Bright lights, fast times and fortunes are the lure for many to Glitter Gulch, but the Steiners are aware that nothing of substance happens without sweat and toil, and most importantly, a good plan.

Sanjoy Motorcycle Engraving products can be seen at bike runs throughout Nevada, Arizona, and California. They were a big hit at the V-Twin Expo in Cincinnati last February, and plan on attending this year's Sturgis Rally and Races and the Harley's 100th Anniversary in Milwaukee later this month.

The Steiners are rapidly expanding to a new, larger facility that will give them much-needed space for shipping, storage and adding several employees, as well as producing and displaying their artwork.

Last summer the shop was teeming with nonstop activity ranging from constant incoming orders to postal shipments and drop-offs, which Joyce handles. This, while running back and forth to Las Vegas H-D to put the finishing touches on a 2002 Fat Boy that was about to get an infusion of ChromeFusion.

It incorporates a Las Vegas gambling theme; engraved artwork includes a roulette table, craps table, dice and playing cards. Sandy was commissioned by the dealership's owner to give it the treatment for eventual display at the Mirage Hotel and Casino.

Tony Cook and Dawn Schmidt, LVH-D staffers, provided a guided tour around the massive shop. Did you know that LVH-D sells more T-shirts at this store and their satellite outlets than all Canadian H-D shops combined?

Meanwhile, David "Dusty" Wigley, a PHD-certified technician, reassembled Sandy and Jason's finished sheet metal for us to photograph. Sweat-soaked after taking pictures in broiling 119-degree heat on an asphalt parking lot that resembled a midsummer tarmac in Kuwait, we joined the ever-pleasant Steiner clan as they zipped back to their studio for a late-afternoon round of more engraving, while mixing with customers and neighbors dropping by. It's all in a day's work.

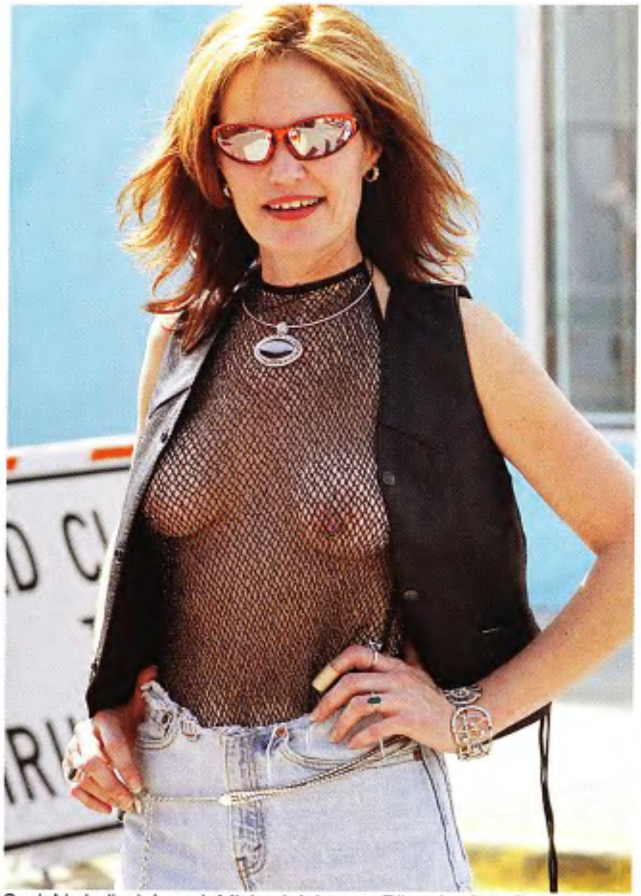
Throughout the studio, dozens of derby, primary and points covers, gas tanks and fenders were lying on shelves awaiting shipping, or were displayed on racks, all highly adorned with designs ranging from military insignias, club logos, and the like. Among them was a mind-blowing set of chromed fatbob tanks in the midway stage of depicting a mountain scene with a howling wolf baying at the top of his lungs, for a customer named, what else—Ol' Wolf.

The most unique piece we saw, however, was a master copy of our nation's Presidential Seal, engraved with meticulous care by Jason. The Road Glide primary cover sparkled proudly, radiating red, white, and blue, with a regal dignity reserved for the commander in chief. The Steiners are not allowed to give out details to the public, but suffice to say, it's for a very special customer. No beatin' around the bush. —*Kim Peterson*

ChromeFusion by Sanjoy
M/C Engraving
Las Vegas, Nevada
sanjoyengraving.com
800-493-3021

Candice always has the upper hand in Black Magic Customs land. *—Nate "Natanic" Ullrich, Sandwich, Ill.*

The next generation of Marines: Ashley, Ian and their Harley-Davidson. *Semper fi.* *—Kirk Heskitt, De Witt, Mich.*

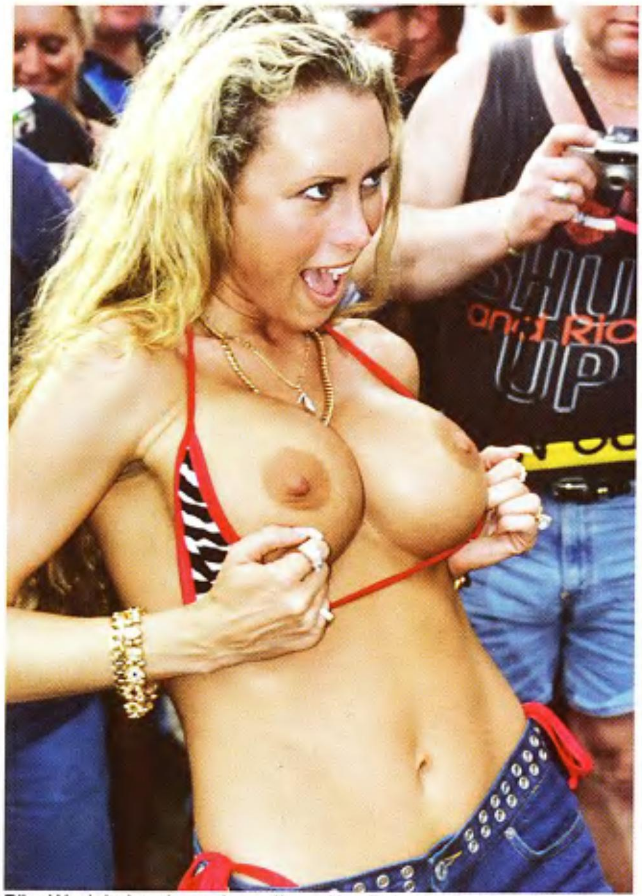


Seein' is believin'. —*J. Michael Johnson, Biketoberfest, Daytona, Fla.*

Gotta love a mini-skirted bride. —*Will and Antoinette, Vacaville, Calif.*

More than a mouth can hold. —*Katmandu, Vero Beach, Fla.*

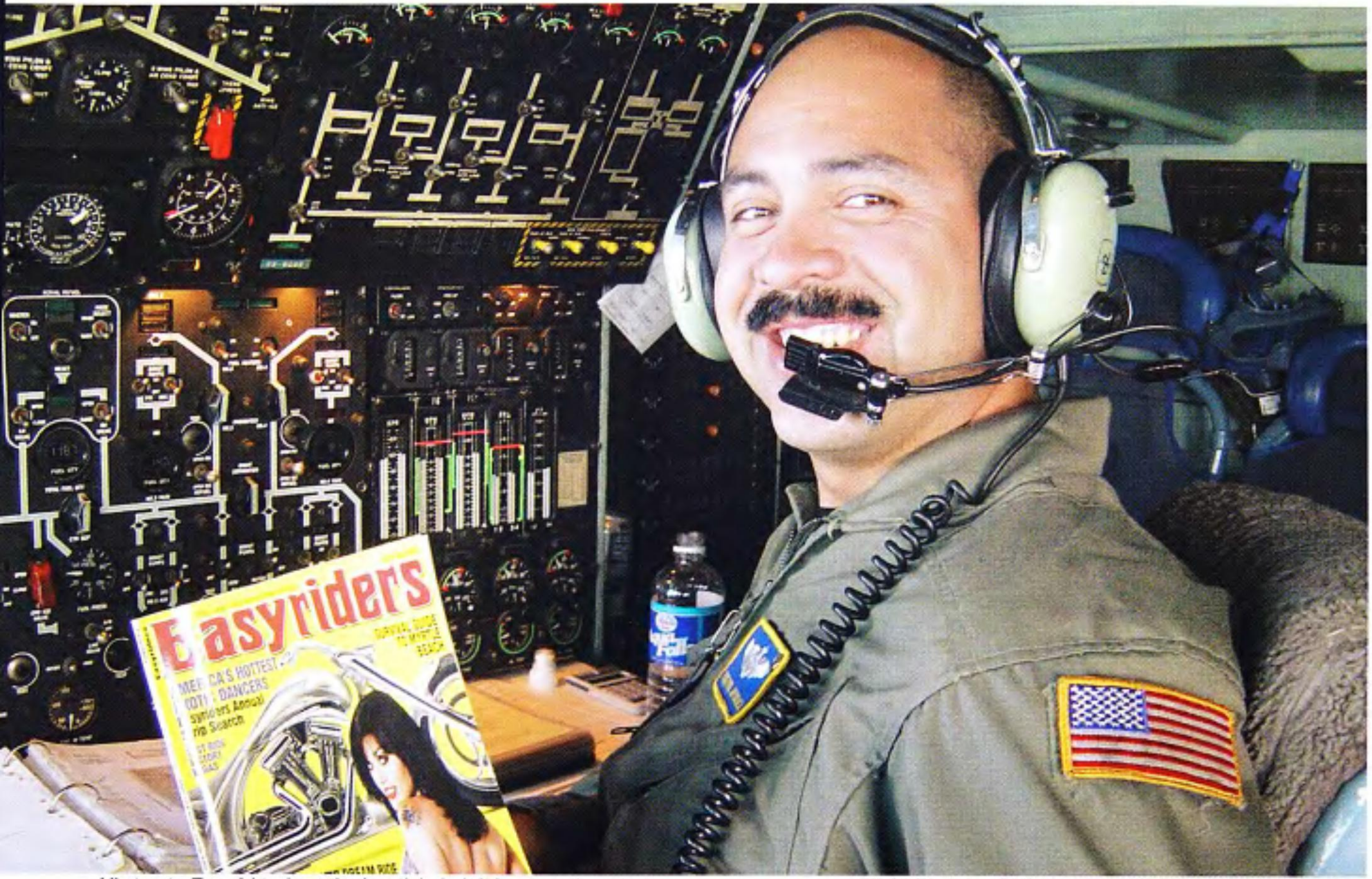
Guaranteed to draw a crowd—rubber tits on a mechanical bull. —*Tim Lyke, Full Throttle Saloon, Sturgis 2002*



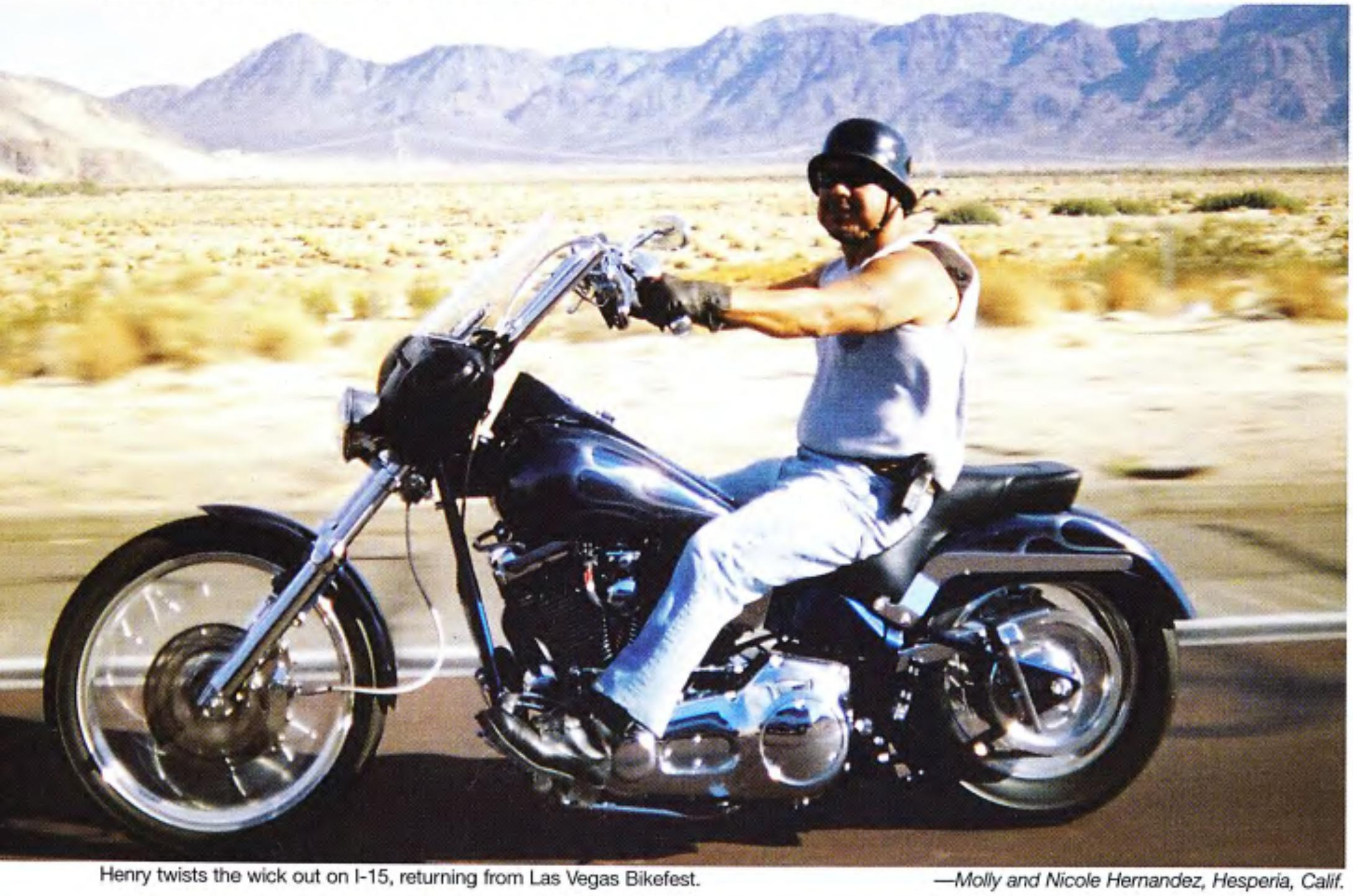
Bike Week babe shows 'em off. —*Alex Roberts, Daytona Beach, Fla.*

She got him to the church on time.... —*Bill Bates, Plymouth, Mass.*

"La Pandilla de Panama" (The gang of Panama). Those tits look ride-worthy. —*Karina and The Hunter, Panama City, Panama*



His trusty *Easyriders* is at the joystick, helpin' out on the mission. *—Flight Engineer Phil Apodaca, USAF, In the air above Iraq*


Henry twists the wick out on I-15, returning from Las Vegas Bikefest. *—Molly and Nicole Hernandez, Hesperia, Calif.*

New X-Game: Ricegrinder jumpin'. —*Fred Stoll, Ormond Beach, Fla.*

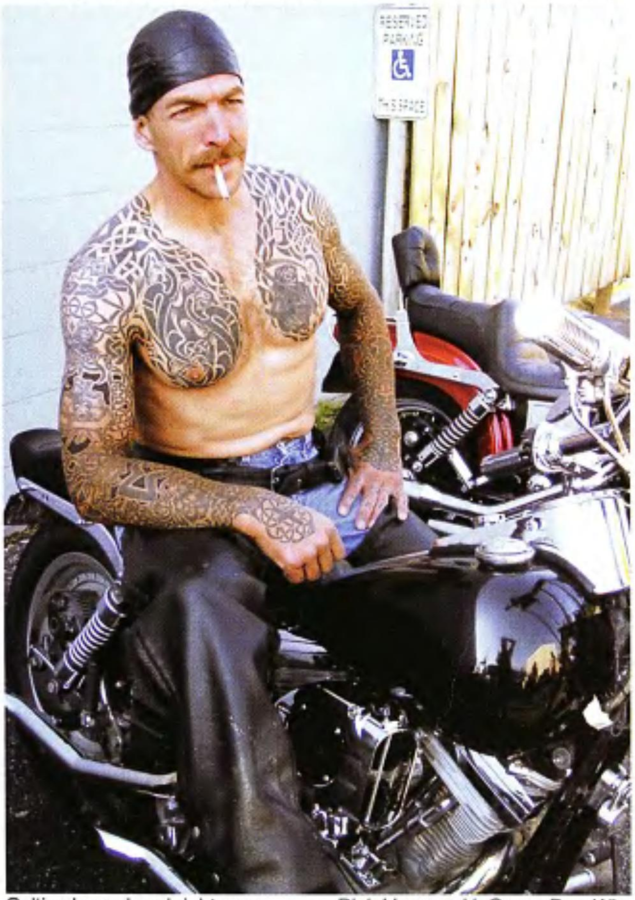
Canadian snowbirds head south. —*Jay and Lisa, Lacombe, Alberta*

Perfect "10" at Daytona Bike Week '03. —*J. Rinaldi, Providence, R.I.*

Puttin' on a bold statement with parts new and old. —*Bonnie Eccles, Callender, Iowa*

Escaping the PVC and lettin' 'em breathe. *—Grimm, Am-Jam '03*

When ya gotta go, ya gotta go! *—Linda Ferris, Garden City, Mich.*

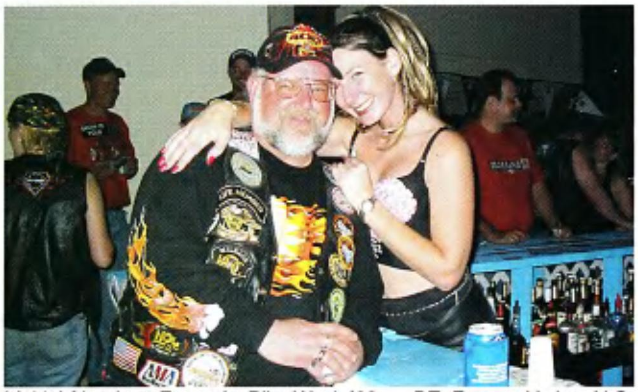


Celtic sleeved and righteous. *—Rick Harnowski, Green Bay, Wis.*

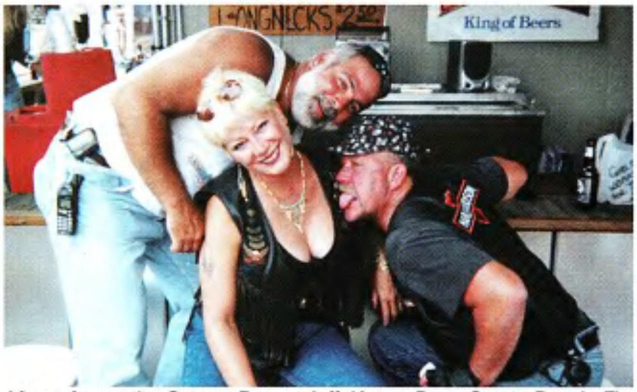
Show him what he's won, girls! *—Lou Camerota, Daytona 2003*

Josh, Trish and the best men, 5/23/03. —*Woody Carr, Coronado, Calif.*

Jug-powered by Lisa. —*Dave Getz, Pittsburgh, Pa.*

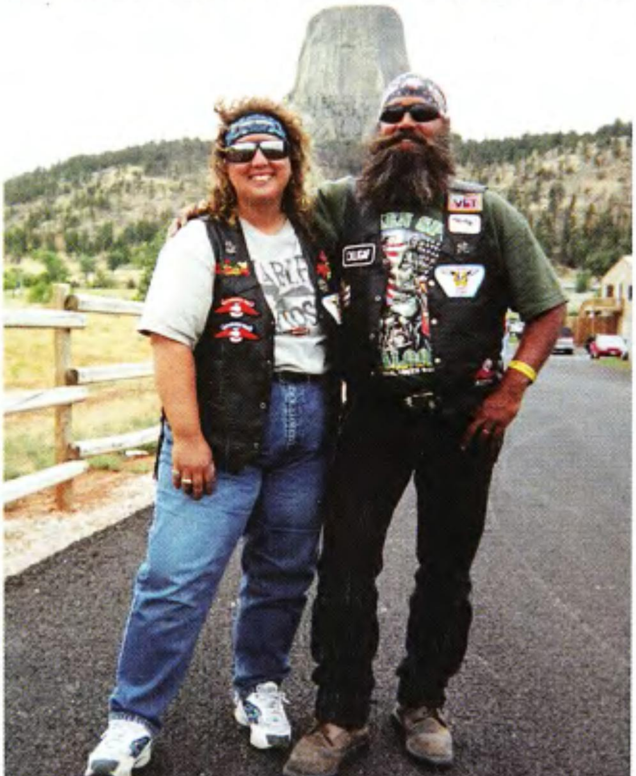


Makin' friends at Froggy's, Bike Week '03. —*DZ, Fuquay-Varina, N.C.*



After a few at the Crappy Bar. —*Jeff, Karen, Pete, Cocoa Beach, Fla.*

The living (and working) end. —*Gary Whittington, Palmdale, Calif.*



Dead-Eye, Calamity encounter. —*Brian Spangler, Devil's Tower 2002*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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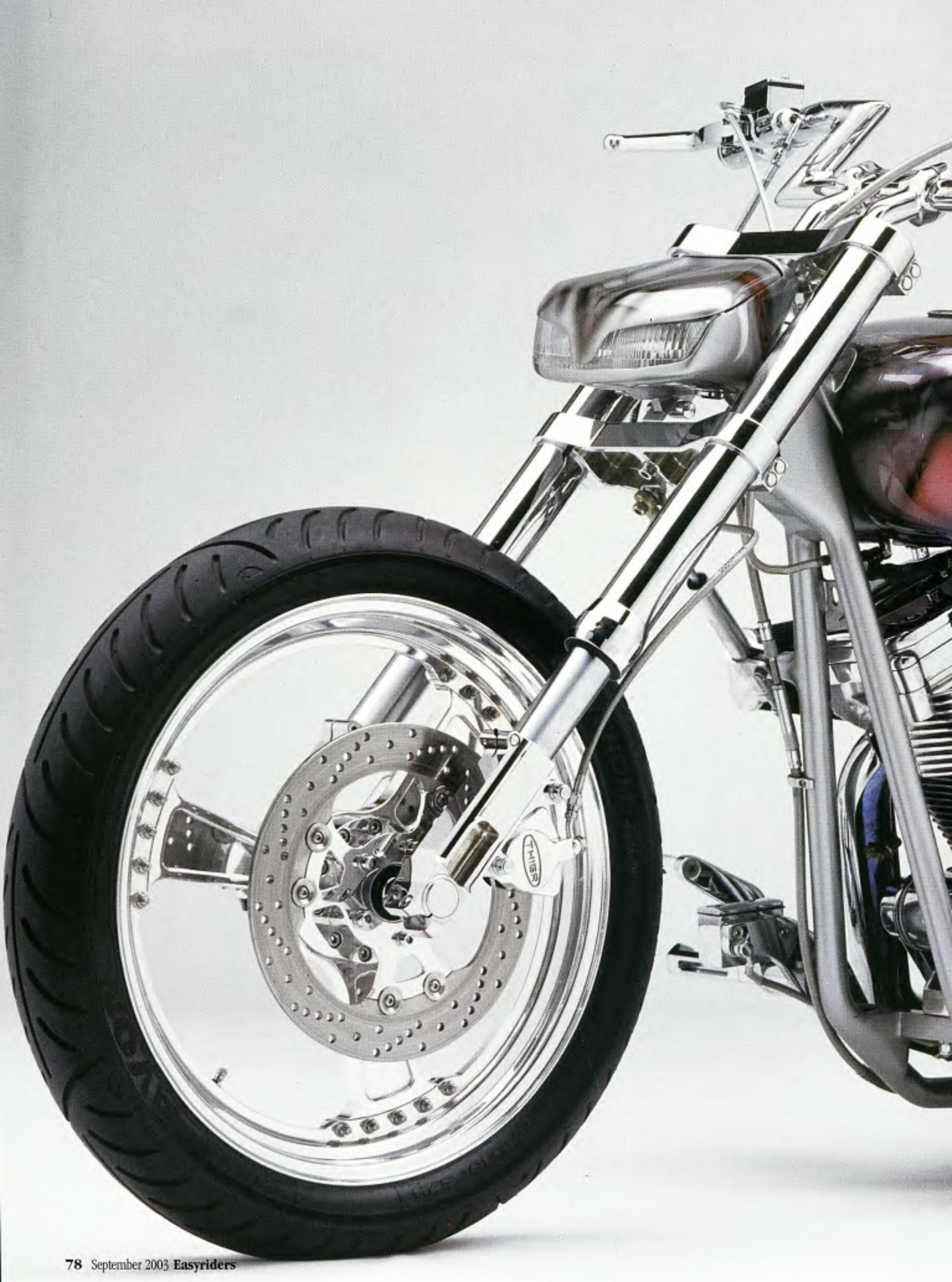


THE "ONE OF ONE" DIXIE SPECIAL FROM DALLAS

The Bike That Ford Built

Ford Strell is a name to remember. Now, while he's not related to Henry, he's already known for his innovative designs and for building bikes that get noticed, sometimes too noticed, as we shall see.

Ford works at Custom Chrome/ Chrome Specialties in the Dallas area where he specializes in building custom bikes for the company. Occasionally he builds one for himself, case in point "One of One," an ultra-low slung special he literally cooked up in his kitchen.

Impressed with what he saw in European custom bike mags, he logged onto the Internet and began an international search for the parts that would go into his vision of a "user-friendly" bike. That being one that would fit his dimensions and be easy to work on, and most importantly, a kick in the pants to ride.

He liked the drop-seat, drag-style softail-type frame design, and eventually hooked up with Tieman at Motorcycle Storehouse in the Netherlands. "What was cool about it was that the frame had no forward stretch, and hell, I'm only 5 foot 6 and the other frames I had seen had 3 or 4 inches of stretch. But when the frame showed up, I looked at it and thought, sonuvabitch, this thing is too wide. I was planning a 200 rear tire, and this was before they had 250 tires available but were running car tires in Europe. But a year or so later when I was finally finished, the 250 tires were available so it all worked out."

Ford and his friend Mario Cavacos massaged and molded the frame in the

cozy comfort of his well-equipped kitchen. As Ford explains, "I've got a big screen TV, an air conditioner, a stereo and a big ol' Snap-on toolbox here in the kitchen."

Ford's collection of import parts included an inverted front end from GCB and wheels from RST, both outfits are located in the Netherlands. The headlight came from Marcus Walz at Hardcore Cycles in Hockenheim, Germany.

"All these Web sites were in German or Dutch, and I couldn't read any of it, and I'd sit here at night looking at the all the pictures trying to figure out how it all would fit together." Obviously Ford had the designer's eye because all the parts definitely fit.

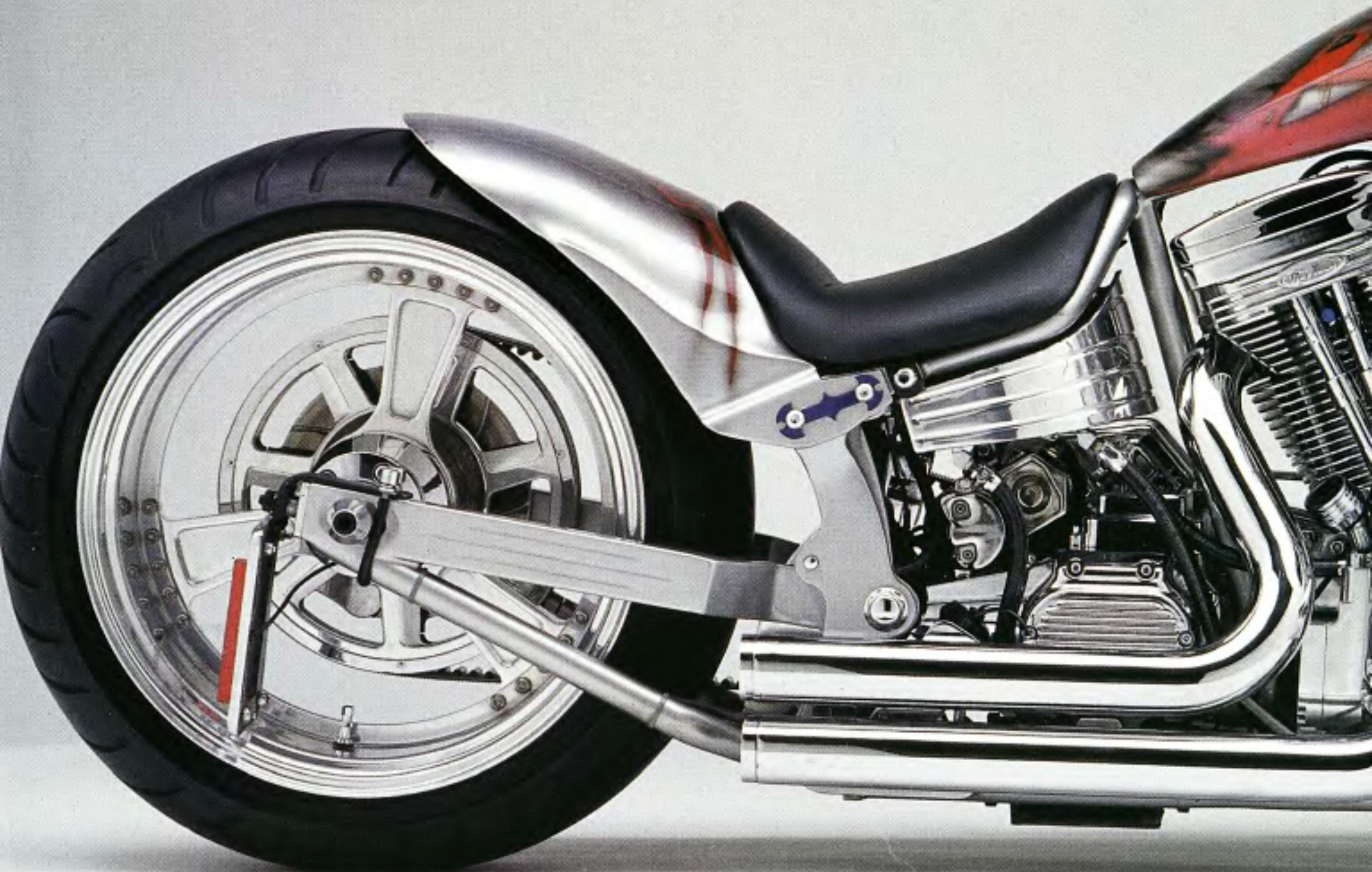
Ford stretched the Daytec gas tank 2 inches and worked up a heavy-gauge steel fender from Motorcycle Warehouse. "Man, you can stand on that thing. It's like German steel, and a 4-piece design that you weld up to get whatever angle you want." Notice the stainless steel battery box with the splashguard that Ford made sits right behind the swingarm bolt. And those trick, nonleak head breathers, well Ford fashioned them from fuel filters he found on a set of K&N giveaway key chains.

By the way, all the cool stuff that Ford had found overseas for the bike (except the headlight) are now available through Custom Chrome. And that includes the frame that's listed as a SCS Drag-style frame.

"I built that bike and we showed it around and it just took off. Everybody loved it; especially if you're not 6 feet tall it's ideal. And all the chicks liked it because it's so low they can hold it up and feel comfortable. It's also like the only frame that runs a wide tire and still keeps the engine in the middle while most are using a big offset."

The bodywork was put in the hands of Ford's good friend Jeff Randon, while James Laird at MPH Colorworld, who had painted a lot of the Chrome Specialties' bikes, offered to do up a killer custom paintjob.

"I said go ahead, but no matter what, I want that rebel flag on it. It took him about six months. I don't know how much clear he poured on it, but it's really unique." Also, the frame shifts color in the sunlight from gray to green to purple thanks to a bronze pearl laid over the same silver as the main paintjob. The bike's name is down at the very bottom of the gas tank



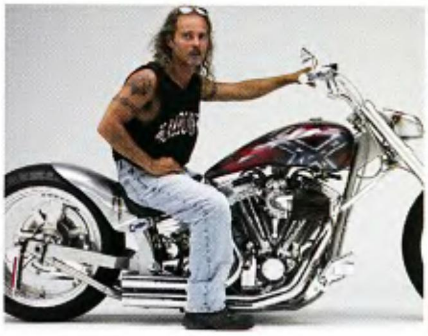
in front of the seat; there's some Gothic lettering that says, One of One.

Of his accomplishment Ford humbly says, "I started work at Custom Chrome running a fork lift, and hell, I'm just some dude from Dallas. Now I'm building bikes and meeting people that I read about in the bike mags, and I'm on cloud nine."

Now we have to drop the hammer. While attending the famous Love Ride, Ford parked his bike in front of the Burbank Hilton Hotel and went in to watch some boxing matches. He had no idea that he would get blind-sided, but when he went back outside there was a huge, gaping hole where his One of One had been sitting. As Ford puts it, "It was a major, major drag." Some slime balls had ripped off his bike, and to this day its whereabouts are unknown, but maybe someone out there will do the *America's Most Wanted* thing and help bring that bike home.

In any case, after a period of being severely pissed off, Ford got back in the saddle and built himself another righteous bike in an amazing three weeks... yep, working right in his kitchen again. "I burned up all the linoleum, welding on my kitchen floor," laughs Ford who calls the new custom Two of Two in homage to the first bike. Since he also does the Road Tour events for CCI/CS the bike was already at Myrtle Beach when we spoke with him, and he was on his way to join it.

Look out Henry, Ford Stell is a name worth remembering and everything he builds is Ford tough. *—Paul Garson*



Owner: ...Ford Stell
City: ... Dallas, Texas

General

Designer: ...owner
Fabrication: ...owner
Year and make: ...2002 Custom
Model: ...softail-style
Assembly: ...owner
Time: ...1 year

Engine

Year: ...2002 Chrome Specialties
Model: ...V-twin
Rebuilder: ...RevTech
Ignition: ...Crane
Displacement: ...100 cubic inches
Lower end: ...RevTech
Balancing: ...RevTech
Pistons: ...RevTech
Heads: ...RevTech
Cam: ...RevTech
Lifters: ...RevTech
Carb(s): ...Mikuni (polished)
Air cleaner: ...Force Winder
Pipes: ...Samson
Mufflers: ...nope

Transmission

Year: ...RevTech 2002
Modifications: ...6-speed
Shifting: ...forward controls

Painting

Painter: ...James Laird/MPH Colorworld
Color/Type: ...Pearl Pewter
Type: ...House of Kolor
Special paint: ...Rebel Flag graphics

Frame

Year: ...2001
Builder: ...Motorcycle Storehouse
Type: ...Dragstyle softail-type
Rake: ...40 degrees
Stretch: ...none
Shocks: ...Legend Air Ride/ Chrome Specialties
Modifications: ...Redneck motor mount

Accessories

Bars: ...L.A. Choppers
Risers: ...Chrome Specialties
Handlebar controls: ...GMA
Fenders: ...B.K. Stiletto
Headlight: ...Walz-Hardcore
Taillight: ...Chrome Specialties
Speedo: ...no
Dash: ...no
Front pegs: ...modified Perse
Rear pegs: ...no
Electrics: ...wired by Mario
Gas tank: ...Daytec (stretched)
Oil tank: ...Motorcycle Storehouse
Oil system: ...JIMS
Seat: ...Dallas Leather
Sissybar: ...no
Mirrors: ...Chrome Specialties
Grips: ...Chrome Specialties

Forks

Type: ...inverted
Extension: ...none
Builder: ...GCB
Special Features: ...3 degrees rake

Wheels

Size: ...19-inch front/18-inch rear
Wheel: ...Performance Machine
Tire: ...Avon
Brake: ...Their/GMA

Photographer: ...Michael Lichter

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CHROME SHOCKS 68.54 up
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SPEEDOMETERS 28.70 up
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BARE BONES SEAT 99.83 up
WHEEL PULLEY 143.94 up
GENERATORS
BLACK 99.78
CHROME 124.40
CABLE CLAMPS 6.94 up
COIL COVERS 7.87 up
CHAIN DRIVE PRIMARY KITS 753.59 up
PRO CLUTCH 394.84 up
CHROME AXLE KITS 23.99 up
FRAME COVERS 27.54 up
TAPPET BLOCKS
SHOV 81.33 up
EVO 97.94 up
BILLET 181.24 up
3" BELT DRIVE KIT 1125.47 up
ROD SETS 131.16 up
BRAKE TEE 8.76 up
M/CYLINDER 34.89 up
CALIPERS 112.64 up
FLOOR BOARDS 31.20 up
FXST PIVOT BOLT COVERS 7.78 up
AXLE COVERS 6.51 up
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TRANS. MOUNT PLATE 11.03 up
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Meet April's Winner

Your Fox Hunt winner for April, is the lucious Malisia. This little spinner from Santa Rosa, California, loves to be naked—fuck you, it's my world, I'll live in it anyway I want. In fact, on any given day, you can find this lithe wonder, skipping through the hills and valleys of NorCal, naked, waiting for some tired and lonely rider to sweep her off her feet and ride her off into the sunset. When she's not doing that, you'll probably find her commanding the heavens to make sure that there are rays of sunshine around her at all times. In reality, Malisia enjoys modeling and posing for all kinds of things. She's been featured in a few issues of *Playboy* and has quite the tastefully done Web site at www.malisia.com. There you can find just about everything to make your visions of Malisia even more vivid. Or, you can flip over to Page 98 and see her deliciously posed with Steve Gateley's custom pavement pounder. Isn't she lovely? —*Howie Feltersnatch*

Della—Ohio

#901

"I was 16 when I took my first ride on a Harley. From then on I knew I'd always need the vibrations between my legs and the wind in my hair."

Linda—Michigan

#902

"I was so small, my dad had to put me on top of the gas tank because he was afraid I'd fall off. He let me steer...and I dumped it in a ditch."

Maryann—Kansas

#903

"It was for a 9/11 benefit ride. I ended up dating the guy, but we broke up. Now I own my own."

Trisha—New Hampshire

#904

"It was 35 degrees on our way to Laconia. I froze my skull because it felt like zero degrees!"

Nikki—Massachusetts

#905

"My first ride was on the back of my boyfriend's bike. After riding around with him, I really wanted to show the boys what I could handle, so I bought a 1200 Sporty."

Eve—Arizona

#906

"My first ride on a Harley damaged me for life...in a good way. I never smoked, drank, got tattoos or piercings. Now, I can't get enough!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #360 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes August 1, 2003. The voting deadline for this month's crop of cuties is August 30, 2003. We'll announce the winner in the January 2004 issue.

Here she is, your May 2003 monthly Fox Hunt winner, Julie, Number 506, from Hotlanta, Georgia. Come back next month and see a lot more of her next issue.

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FOX HUNT
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91376-3000

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Model's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Date of Birth ________ I am ________ years of age
I will pose nude ________ Topless only ________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____
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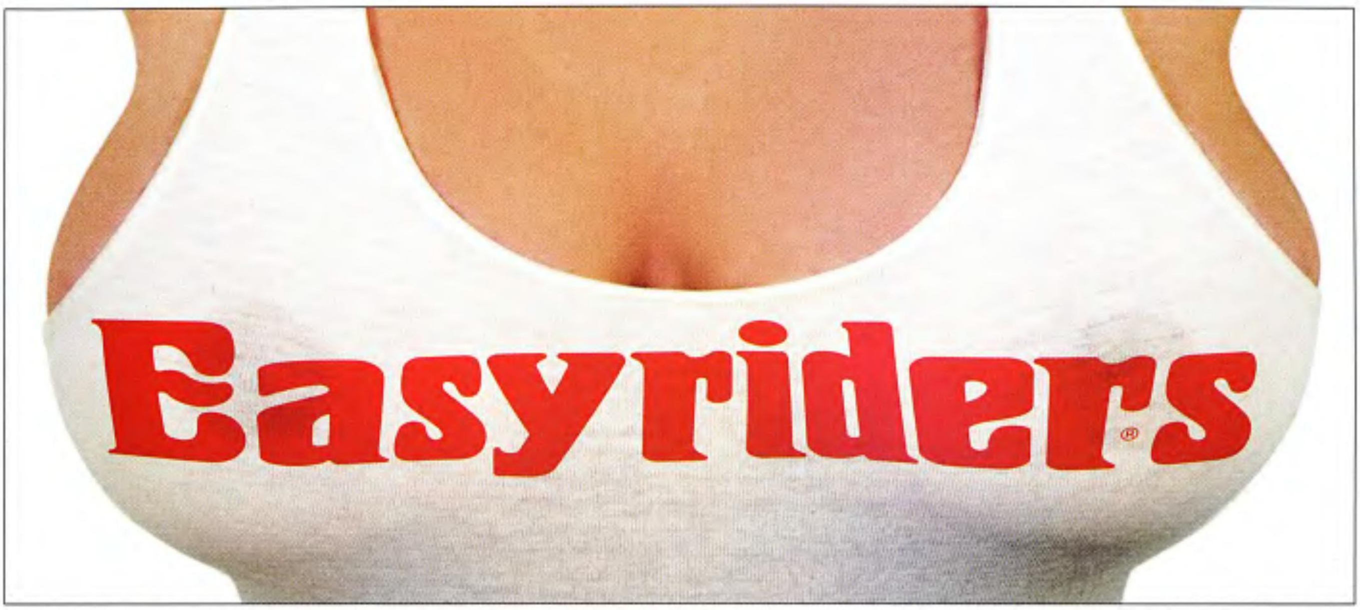
BIG NEWS!



If your favorite shop doesn't carry Easyriders Roadware tell them to get with it! NOW all dealers can sell the Roadware line! After July 1st, 2003, "Easyriders Stores" will be changing their names. Most will continue to carry the Easyriders Roadware line and we thank them for their loyalty and wish them continued success.

Below is a list of former "Easyriders Stores" and some "new" dealers that carry Easyriders Roadware—tell them you saw their name here.

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KC Creations
Overland Park, KS
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The Bike Joint
Springfield, MO
(417) 891-9998

Rio Grande
Albuquerque, NM
(505) 830-3279

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Greensboro, NC
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Easy Eddie's
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Americycles
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Moto-Masterpieces

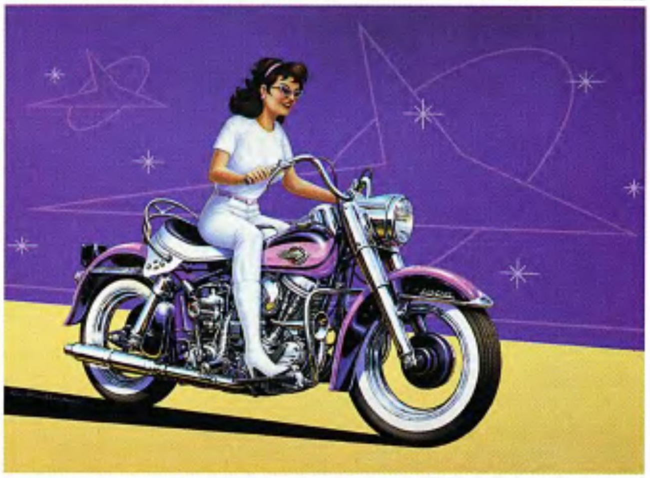
THE ART OF CHRIS KALLAS

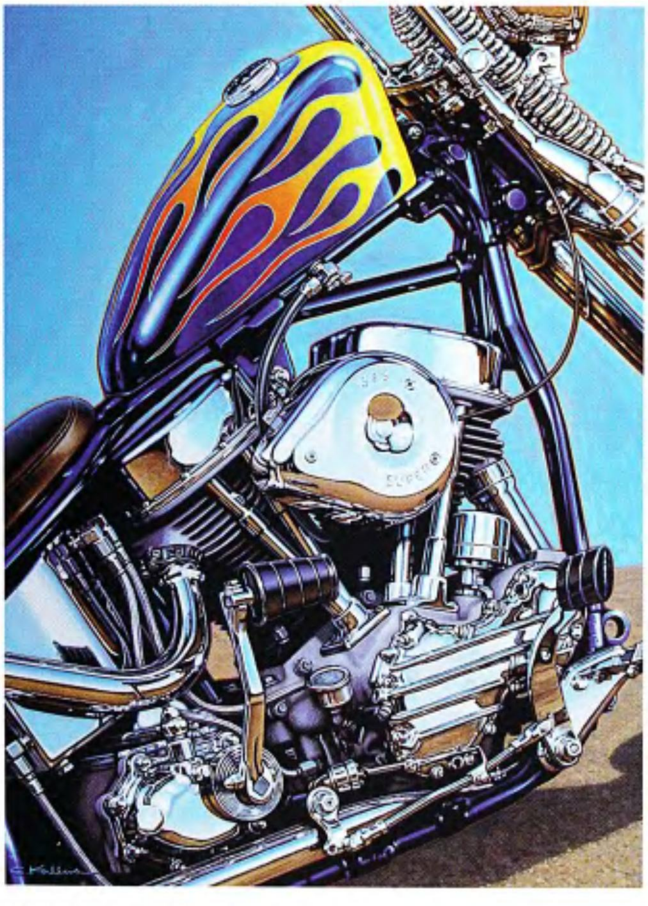
As this Harley-influenced world of ours keeps growing and expanding its influence over an ever-widening cross-section of society, the people drawn to it bring with them a vast array of talent. Some come up with new gizmos to make your bike more fun to ride or look at, while others view our scene through artistic eyes and then take those visions and use them to create art worthy of stuffing in a frame and hangin' on the wall. And with the way our world is expanding it's not that uncommon to find a Harley-related lithograph in your friend's pad or even displayed in your doctor or lawyer's waiting room.

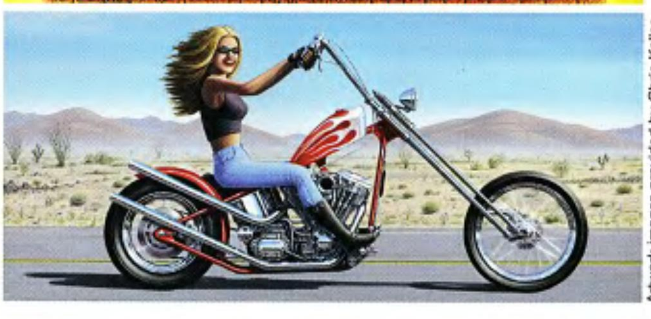
In the past, much of mainstream society steered a wide path around bikers because of over-hyped negative media attention. They couldn't see past the beards, tattoos, leathers and loud Harleys, buying into the notion that all bikers were merely misfits who had little or nothing to offer the confines of their straight-laced world. Then a funny thing happened. Maybe it was mid-life crisis, or the fact that Harley-Davidson itself represented the American spirit at its finest when the company bought itself back from AMF and took on the Japanese motorcycle onslaught, winning not only legal battles, but creating a much-improved American-made product. This let "regular folks" don leathers and escape from the rigors of day-to-day life, and they soon discovered the freedom and brotherhood bikers have always shared and saw that it was a good thing.

Having grown up in California, terrorizing his neighborhood on two-wheeled vehicles of all kinds, Chris Kallas was bitten by the Kustom-Kulture bug at an early age. Being close in proximity to legendary pop culture artistic icons like Ed "Big Daddy" Roth and Von Dutch, Chris and his older brothers enjoyed trying to create their own versions of the radical cartoon art that made these masters a household name. The friendly competition that Chris and his brothers shared, often by coming up with a theme and a time frame to create a drawing then comparing the work, made Chris realize that pursuing his art would be the best way to combine his passions.

Inspiration came to him from a wide variety of sources, since choppers and







Artwork images provided by Chris Kallas

hot rods were common on the streets of SoCal in the '60s. Chris recalls vividly how a stripped-down, bare-bones, WL flathead chopper grabbed his attention while cruisin' home in the back of his dad's car. The clean, simple beauty of that machine lives on in his art. Another source of his inspiration came from a friend's older brother who was chopping a Triumph at about the same time and these various inspiration started him looking at bike and hot rod mags to gain even more insight. Even the rock 'n' roll posters of the '60s became a source of inspiration.

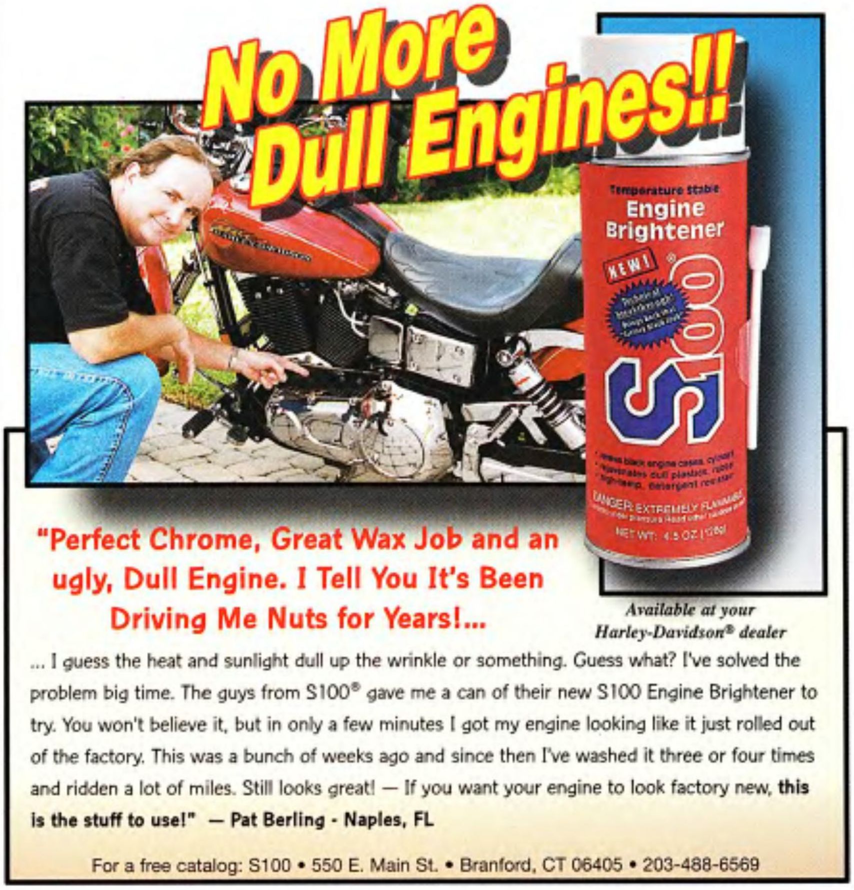
In high school Chris' art was gaining recognition; he won several awards in art contests, one being for highway safety, depicting chopper riders—a sign of things to come. And when his final assignment was stolen from a locked display, it was becoming obvious people were digging his work.

When it came time to pursue "higher learning" he took advantage of the art program at Cal State Long Beach where he was able to hone his talent for illustration and further his pallet of influences to include M. C. Escher, Pete Miller of *Hot Rod* magazine fame and Chesley Bonestell, who created otherworldly "space art" as Chris puts it.

After graduating with a Bachelor of Fine Arts degree, Chris took a job at Hughes Aircraft and for 13 years he created hundreds of detailed renderings of the space shuttle, communication satellites and other spacecraft for public relations, marketing, and aerospace shows. His work was also commissioned for use in Hughes' corporate headquarters and displayed throughout the company.

But bikes and biker art have remained his first love. And of course he still rides currently hitting the road on a '70 Electra Glide shovelhead he restored. He's working on a '72 Sporty and he's even got a flattie he's chopping that will be much like the bike he'd seen on the road as a kid—the one that he feels changed his life forever. As often as possible his wife Nancy joins him on the road aboard her modern, at least at his house, '84 FXR.

Chris lives in the South Bay-area of Los Angeles with his wife and cat Peaches where he creates his artwork at home in his studio. He even does T-shirt designs, limited lithographs and will sell originals—for the right price. You can look for his art on the pages of this rag or log on to the net and go to www.hdart.com, www.cruisingoods.com or drop him an e-mail at cgknak@aol.com and he'll be happy to answer all of your questions. —*Boxcar*



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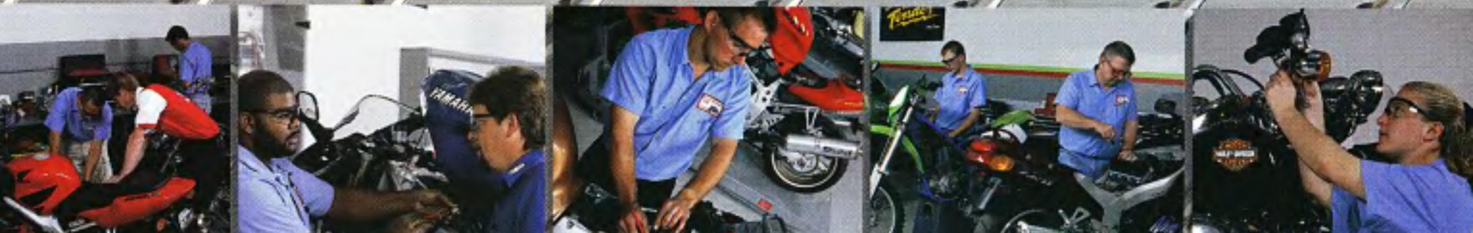

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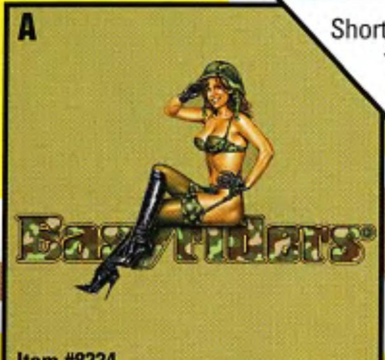

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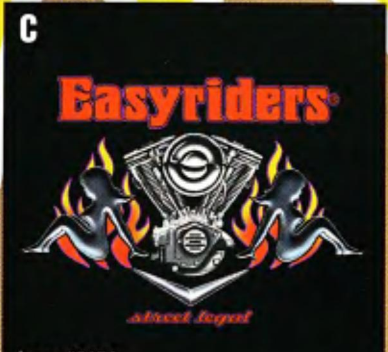

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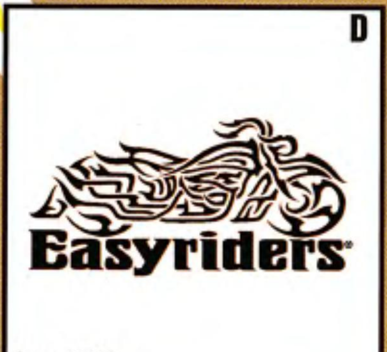

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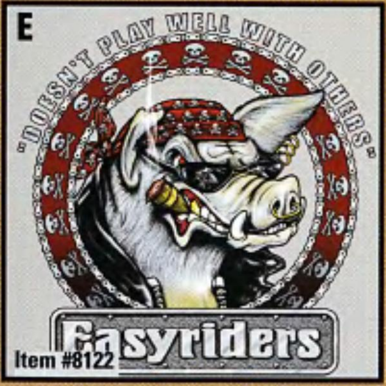

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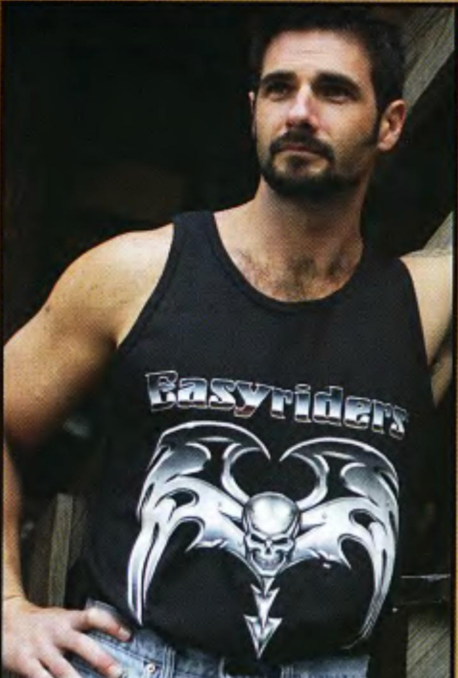

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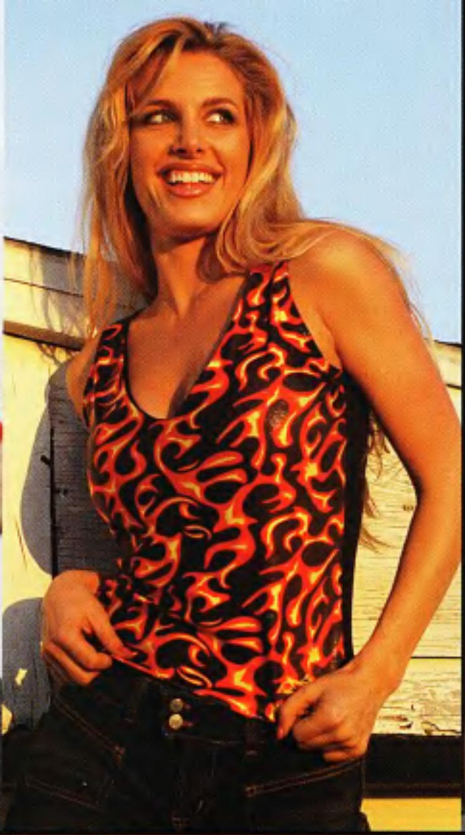

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Garage Wars

WHAT TO DO WHEN YOUR OLD LADY WON'T COME TO TERMS WITH THE OFF LIMIT ZONE

She's in there again. You can hear her. Like a squirrel in the eaves or a deer in a supermarket. Crashing around, knocking things over, creating havoc where once order reigned.

You just got home from work. You're tired, stressed. The house is full of screaming kids and Oprah Winfrey is on the tube. All you really want to do is go into your garage and relax. Tinker with the bike for awhile. Maybe take it for a six-hour spin.

If you can find it, that is.

From the sound of things, she's just dumped your entire toolbox on the floor looking for one lousy screwdriver.

It's always a screwdriver. Even though there's about 50 of them hanging from the wall opposite the door in plain view, she'll rip the garage apart searching for that one in the last drawer of your box. It's special, you see, because it's the only one not easily found.

Wait a minute, what's that smell? You lean closer to the door. Not quite trusting yourself to go in yet. You'd never take a swing at her of course, because you love her—and she's got a screwdriver.

But that smell it's…Garbage!

Oh man and motherfuck, she's put the trash in your garage again. Because, as she's explained before, the neighbors shouldn't have to smell or see it as they pass on their daily power walks (Big butts jiggling merrily). We wouldn't want to offend said big butts who hate your bike, complain about the noise and generally pull their children away when you pass by.

But you don't mind it of course.

You who pay for the garage, the house and the privilege of being sneered at by your Volvo-driving blockmates. You own a couple of bandanas, which can easily be held over your nose while changing the oil and hey, who doesn't love maggots! Okay, calm down. Breathe.

Just then the side door opens and your old lady strolls out. There is a final metallic crash. She covers her mouth with two fingers as she looks back over her shoulder in a comical "oops" gesture before she struts off back to the house, triumphantly carrying that one little screwdriver.

When she's gone, you slip inside by the same door and stand stock still, gazing in shock at the destruction. To a biker his garage is his castle, his kingdom, the place he calls home. The house just comes with it.

Your garage looks like a mild incendiary device has gone off inside. The only thing untouched is your bike. Which she knows better than to mess with, and that rack of somehow inadequate screwdrivers that are hanging in plain view. Oh boy, oh brothers and sisters. This is it. This is war.

Grabbing up the bag of trash you quit the garage and stalk up to the house. Inside your old lady's communing with Oprah and the kids have gone out to play. The screwdriver rests atop the TV. Apparently the wreck of your garage, your castle, was not even necessary at the moment.

She notices you and smiles. Casting a puzzled glance at the bag of trash as you brush past her. "Hi Honey, how was your day?"

"Fine," you say calmly. You've gone ballistic and you're reveling in it. "My day was fine. I'm just going to go out to the kitchen now. I need a fork."

You plant the big black bag right in the middle of the table. Then you take the small white one out of the kitchen can and pile it on top. Your old lady trails behind, wondering if you've blown a gasket, as Oprah has assured her happens from time to time.

"Honey are you okay?" she asks.

You smile brightly. "Of course I'm all right. I told you I just need a fork. Oh, and I thought we'd keep the trash right here from now on. That way the neighbors won't see it, unless you invite them over, which I doubt they'd accept seeing as how we don't put our trash outside like normal people. Where's the forks?"

All of this is said in a pleasant, reasonable voice as you go over to the counter where the utensils are stored. There's a big gadget on top stuffed with spoons, spatulas and things that look like a mad doctor's torture devices. You casually pick it up and dump it on the floor.

"Hmmm," you say. "No forks here." Then move on to the drawers as the old lady gasps. You turn, an innocent look on your mug, two fingers over your smiling lips. "Oops." You say, and pull out the first drawer. A rolling pin, more spoons and a jumbled pile of trendy recipes she never uses because nobody eats that weird crap. You upend it on the floor, making sure it spreads out, then move on to the next.

Meanwhile, the light of understanding begins to dawn in her eyes. She stands back guiltily, perhaps realizing that you need to blow off some steam. Normally she might have argued but she's been caught red-handed and she knows it. Three more drawers follow. Now the kitchen looks something like your defiled garage. You're feeling a bit better. When the fourth drawer turns up forks you triumphantly hold one up for her to

see. "Look, a fork!" you say, and lay it on the counter. Then head back out to the garage to clean up the mess.

Finished with that, you go for a ride. Blowing past irate neighbors with a feeling of supreme satisfaction. Which is heightened when you return to see that you've made your point. The trash is outside. The door to the garage, which no one should pass through without your express permission is locked, and the old lady has sent the kids over to a friends house for dinner.

You have mind-blowing makeup sex, then grub on trays in front of the TV. Despite a good scrubbing the kitchen table is off limits for awhile, and that little screwdriver—the cause of the evening's festivities—has it's own special place in the house now. Right next to the forks.

—Guy Clemency

STEVE GATELY'S HOT ROD HAWG

Rock-N-Roll Roaster

Roasting the back tire 'til it grenaded like an overheated 18-inch speaker was an occupational pastime for rock 'n' roll bass player and singer Steve Gately. Many years ago, he was working in a motorcycle salvage yard. Whenever a customer asked if the bike they were picking up was running, Steve would stroll over, fire it up and smoke one off.

While shutting it down he would say, "Yep! It's running, but you're gonna be needing a new back tire!"

The mischief began for Steve when he discovered he was rather adept at pedaling his ass around the Northern California BMX circuit. Having a sponsored ride and coming out on top of some big time BMX events wasn't enough since his big brother Dennis was hopping whoop-de-doos on an old Suzuki 185. Steve stole the 185 enough times to learn how to ride Moto-x before settling into full-race competition on ATC250R trikes, where he sustained a nasty foot injury. We'll pass up our chance for a close look at the scar!

Steve's many years of experience managing bike shops in Northern California made him famous with his customers for hooking them up with the coolest and latest gear. Legend has it that a close buddy of Steve's once watched in awe as a guy came in for a quart of oil, but left with a smile on his face and an entire riding outfit; boots, helmet, gloves, and full leathers. He even helped the guy out with ideas about how to sell his wife on accepting his new purchase.

Steve worked with Arlen Ness for a while, where he learned a lot of tricks and developed an appreciation for the kinds of bikes that win critical acclaim with everyone who sees them. While Steve was at Ness & Co., he designed some bikes that did very well at the Oakland Roadster Show, including this award-winning scooter.

Steve told us that he put this project away 10 years ago. In the time that passed, he accomplished most of those non-bike-related necessities of life that seem to keep us from riding from time to time.

That's a lot of time to allow the creative process to work its magic.

Living in Modesto, California, can inspire anyone thinking of building a custom bike. Imagine what it would be like to be riding the perfect bike through twisting wine country roads and heading out further west to Santa Rosa. His partner, Leonard Lopez, wanted to share in the fun and the Hot Rod Hawg before you is the result of their brainstorming.

Speaking of storming, it was raining buckets at the photo shoot, and Steve accepted our flick snapper, Mike Chase's invite to hang around and have some fun. Steve had a blast and this month's Fox Hunt winner and *Playboy* model, Malisia, is so hot that she made the afternoon sizzle. Soon the sun came back out and this custom creator was back on the road with a mile-wide smile on his face. —*Cheesy Rider*

Owner: ....Steve Gately
City: ....Modesto, California

General

Fabrication: ....Steve Gately/ Leonard Lopez
Year/make: ....2002 Special Construction
Model: ....Hot Rod Hawg
Assembly: ....Steve Gately
Time: ....9 years
Chroming: ....Modesto Plating

Engine

Year: ....2002 Harley-Davidson
Rebuilder: ....Sean Conway
Displacement:........96 cubic inches
Cam: ....S&S .560
Carb:.........................S&S Super G
Pipes: ....BUBS

Transmission

Year/make: ....2002 Harley-Davidson

Painting

Molding: ....Bill Cameron
Painter: ....Ron Morale's Custom Paint

Paint

Color: ......silver, blue, white, green
Type: ....House of Kolor
Special paint: ....Ron Morale's Custom Paint

Frame

Year/make: 2002/Steve Gately and Leonard Lopez
Type: ....softail-type
Rake: ....38 degrees
Stretch:.........................2 3/4 inches
Shocks: ....Progressive

Accessories

Handlebars: ..Wayne at Arlen Ness
Risers:...........................Arlen Ness
Handlebar controls: ......Arlen Ness
Fenders: ....Legacy by Arlen Ness
Headlight:......................Headwinds
Taillight: ....Steve Gately
Pegs: ....J&B
Foot controls: ....J&B
Gas tank: ....Leonard Lopez
Seat: ....Corbin
Grips: ....Arlen Ness

Front end

Type:..............................Wide Glide
Builder: ....Steve Gately

Wheels

Make: ....R C Components
Size: ....21 x 2.75 front / 18 x 6 rear
Tires:...................................Dunlop
Brakes: ....J&B
Photos:.........................Mike Chase

SMALL TOWNS ARE OVERRATED

I was watching this show the other day all about the glory of life in a small town. According to the host, those of us who don't live in small towns are a bunch of fools since small towns are where it's at. I was all ready to pack up the family and head off in search of a place with a water tower and endless white picket fences when I realized something. I've lived in small towns. I've already had this experience and for the most part it sucked.

It's no great mystery why small towns are so small. It probably has something to do with the fact that nobody wants to live there. Not that all small towns are horrid. I'm sure there are some very nice communities. I've just never come across one.

The smallest town I ever lived in had 170 people in it. That's not even the size of a decent street gang and the people weren't as friendly either. A bad job transfer had taken me there and try as I might, I just couldn't fit in. My background, religion and interests were different than those of the townsfolk. Also, they were a bunch of idiots.

This was one twisted little village. Everyday I felt like I was trapped in an episode of the *Twilight Zone*, only it was in living color and there was no narration. I lived in constant fear that I would open my front door one evening, only to be confronted by hordes of pitchfork toting hillbillies who would drag me off into the night, never to be seen again. True, the odds of this happening were pretty slim, but just the thought made it hard to relax.

The town had three businesses. A general store where you could buy anything you could ever need, as long as it came in a can or a liquor bottle. A tavern, because if a town doesn't have a tavern the young people will go elsewhere to drink and tend not to return. And a restaurant, which I never had the chance to dine in. I would have dined there, but they closed at meal times so the staff could go home and eat. Maybe it's just me, but this didn't seem like a sound business practice. I once asked the owner if he didn't think they might make more money if they were open at those times when people most wanted to eat? He just stared at me glassy eyed. I'd have had more luck trying to explain personal hygiene to a chicken.

Like I said though, I did try to fit in. One night a buddy of mine came to visit and we went to the tavern for a few beers. We ended up sitting at a table with a bunch of farm boys who seemed harmless enough. They didn't have any livestock with them and appeared to be unarmed. We started to relax and join in on the conversation, which pretty much revolved around "that damn government" and the weather. This got old pretty quick so, just to change the subject to one in which I was more interested, I made a comment about the size and beauty of our serving girl's chest area. Wouldn't you know it, the fine, young waitress with the mondo hooters was married to the hillbilly across the table. (I suspect they were also brother and sister, but that's a different story.) He took exception to my comments, turned all red like he was going to burst into flames, and started to drool a sliver of tobacco juice from behind his single tooth. My buddy and I beat a hasty retreat having learned a valuable lesson. When the gene pool is tiny and everybody's family tree looks like a spider web, you'd best watch what you say.

Being that I could never show my face in the tavern again, I spent most evenings at home watching TV with my wife. The only thing that helped me preserve my sanity, such as it is, was the fact that we had cable. It's not that nothing ever happens in small towns. It's just that nothing interesting or exciting ever happens. If somebody paints their fence or buys a new dog it's the talk of the town. This leads people with too much time on their hands to spice things up with gossip. Even if you have nothing to do with anyone in town, your name still ends up in the rumor mill.

The chain of gossip goes like this:

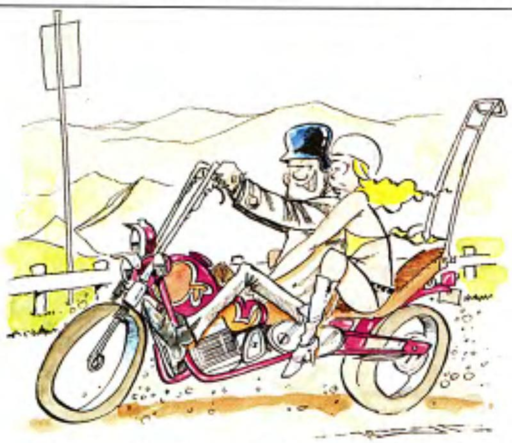
Fact: Your wife goes to the grocery store without you.
Rumor: You're having marital problems and your wife is secretly involved with the bag boy.

Fact: Your wife says hello to the bag boy.
Rumor: Your wife was seen making out with the bag boy behind a shelf of cans and liquor bottles.

Fact: Your wife leaves you and moves in with the bag boy.
Rumor: You're an alcoholic and not very good in bed.

Of course this is just an example. My wife never left me. She might have wanted to, since it was I who suggested that we move to paradise, but she never did. It probably didn't hurt that I kept the car keys locked up and the town had no bus service. Where could she go? Eventually, as often happens to me, I got fired from my job and we moved away. I'll never forget the look on the wife's face as she screamed "Go Go, Faster Faster" at the movers. These are the moments that memories are made of.

The city we live in now has about a million people in it. That's a good size for a city. You can drive across it without having to get a room, but it's big enough that you don't need to really know your neighbors. The freaks and weirdoes tend to fade into the background, and nobody starts rumors about you because they couldn't care if you were dead. It's a good way to live. There's a certain amount of comfort that comes from being a nameless face in a crowd. And there's a real sense of security in knowing that very few of your neighbors own pitchforks. *--Greg White*



S. Rawles

"Honey, that ain't the gearshift knob...."

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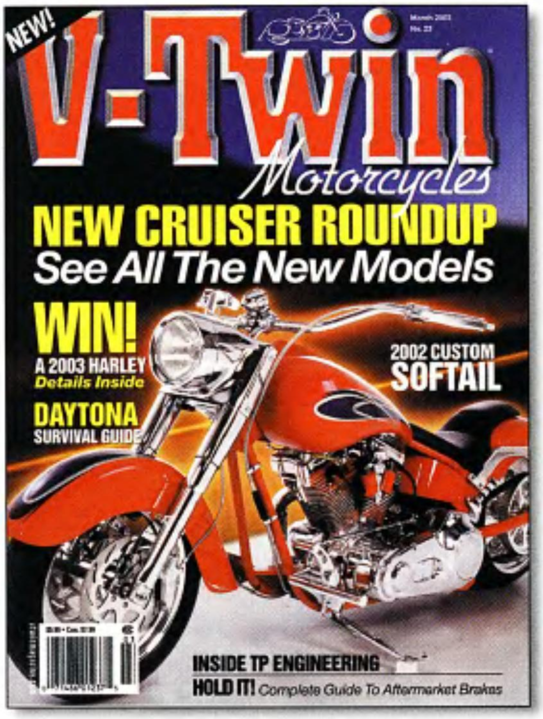

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Performance Machine (PM) is literally an industry icon. The family-owned company, based in La Palma, California, has clocked 30 years in the business of adding performance to your machines. While synonymous with state-of-the-art brakes and wheels, they also manage to build quite a few show-stopping custom bikes, all of which, naturally, are appointed with the components available through their catalog.

The triple-threat team at Performance Machine consists of Roland Sands—the son of PM's owner Perry Sands and the nephew of Ted Sands, PM's VP sales and marketing—who holds down the job of head of PM's Research & Development department. The other two in-house builders, Todd Silicato and Peter Vecvanags, are members of the R&D crew responsible for creating PM's custom show pieces.

Todd, in addition to building two personal rides (his black custom with silver flames was featured in *Easyriders*), is part of the "think tank" that conjures up the PM company bikes.

"It's a group effort," Todd says, referring to Peter, Perry, Roland and himself. "Once a year Perry wants to build a nice bike to display our newest wheels or any other product about to appear. We try to use the best stuff going as far as front ends and motors and of course our parts. We're currently working on a bike based around a whole new wheel design that right now is so top secret it doesn't even have a name. We're also doing a big-motored Road Glide with a fat rear fender as a hopped up cruiser. I'm personally into clean, functional, non-gaudy bikes with an emphasis on performance."

Case in point: When his personal Sportster project turned out so well, the PM marketing guys wanted to scoop it up as a PM promotional. The chassis consists of a Pauchco hardtail and a set of factory H-D forks and triples, while the Sporty-based motor was chugged out to 100 inches via S&S. The trick stainless exhaust was another of Todd's hand-fabbed specials while the minimalist theme extended to the bead-blasted, satin-finished bodywork.

Triple Threat Talents

PERFORMANCE MACHINE'S MASTER BUILDERS

Left to right:
Roland Sands, Todd Silicato and Peter Vecvanags

Photos: Markus Cuff

Wheels? PM's naturally, in this case a set of 18-inch Hooligans on which Todd spent 20 hours each masking and bead blasting. Like we said Peter likes the "all business" look.

Peter originally signed on to join the R&D department and help develop PM's show and events program. For the past five years, he's put together the PM Poster Bikes.

Inclined personally toward long bikes, Peter's 2003 project bike consisted of a 6-inch-stretched, 40-degree-raked Paul Yaffe frame stuffed with a H-D B motor. For wheels, the bike sported a set of PM's 2003 Forged Vader wheels and, of course, PM brakes and hand controls. He also massaged the Russ Wernimont tank and fenders for a one-off look, and then used his skills to create a stainless steel manifold for a side draft Weber carb. To put it all in place, he then chopped through the chassis and ducted the extended velocity stacks. Yes, Peter has been known to go for the radical solution to a design challenge and thus place his unique stamp upon PM's wild wonder bikes.

"I just like to keep stuff clean and simple," says Peter. Call it the no-frills, all-thrills philosophy, one that has produced some outstanding benchmarks in the industry.

Roland, aka "Torpedo", now 28, began working at PM at the ripe age of 5, more or less grew up on the PM "campus" and officially took over as chief designer about six years ago. You might recall that Roland likes to ride both on the street and on the track. A few years ago he won the Elf Race Fuels & Lubricants Grand Prix to take the AMA 250 GP championship title, completing the 1998 season with five victories and six additional podium finishes in the 12-race season. In other words he knows bikes from the inside out. Roland designed PM's Contour Control line of hand and foot controls and for the past five years he's also conjured up PM's famous wheel designs.

"I've always looked toward the racing market," he says, "and tried to engineer some of that into our components as well as design parts that I'd like to have myself. People lay down their hard-earned money for our products, and I really dig giving them the parts they've always wanted and enjoy having on their bikes."

For a look at those parts and the latest bike project and product news from Performance Machine, log on to www.PerformanceMachine.com or call 714-523-3000. *—Paul Garson*

Carolina Custom Wheels

BEHIND THE SCENES

Dorian Swanner couldn't wait to get out on the open highway with a V-twin beneath him. It didn't matter that he was only 15 years old, at least it wasn't ruffling any of *his* feathers. The North Carolina Highway Patrol would have had a field day with this underaged punk on a Harley if they had stopped him. Probably would've told him he needed a "chain saw haircut," right even with the shoulder blades or something like that. Nonetheless, he threw caution to the wind, hopped on a shovelhead and set out from Union Grove, North Carolina, on a nonstop, wild ride to the beach. As you can imagine, those are the days he will always remember.

Fourteen years ago Dorian was putting his talents as a machinist to good use by making specialized parts for the logging industry. As word of his skill began to spread, Dorian picked up some government contracts, and got some work from Ford Motor Company and Caterpillar.

Things seemed to be going along rather well and he was able to find time for his hobby—building and working on custom bikes. But then NAFTA came into the picture and pulled most of his government and forestry work for a bureaucratic handout to overseas companies. It was 1999 and there he was with a 62,000-square-foot, multimillion-dollar facility with over 30 employees that had almost no orders.

At the same time, Dorian had endured a painful six-month wait for a set of custom wheels, which made him think about trying his hand at making some wheels of his own. They turned out looking really good. So good in fact, that all of his friends wanted some of his wheels on their bikes. That's when he decided the shop would start building custom parts for V-twin cruisers, and Carolina Custom Wheels (www.carolinacustom.cc) was born.

There is a special rocket science required in the making of a custom wheel. Three-D solid modeling and special machine-tool programming technology is used to generate each design. As you might have guessed, it's slightly more involved than matching each wheel's roundness with the concentricity of a beer bottle. You can't even imagine the amount of planning required to take a one-time design from early prototype stages, into full production. The coolest looking set of

wheels in the world would be worthless without extensive and rigorous testing to ensure that a certain strength and balance are inherent in the design. That's why Dorian has invested nearly 400 grand in the Carolina Custom Wheels testing lab. Each wheel is also serial numbered and traceable all the way back to its 6061 T-6 base alloy metallurgy, which is like having a copy of its "billet family tree" available. This is the first of many steps that have become a minimum requirement for their second-to-none quality control.

You can convince Dorian and the crew to build a set of truly one-off wheels made for you and only you, if you're willing to pay the customary special price that a set of custom cut wheels is worth. Dorian says they're very rare and expensive, but to a privileged few, like Russell Marlowe, Kendall Johnson, and Lake Norman V-Twins, they are more than worth the price of admission.

Currently, there are 28 different one-of-a-kind "house" designs, all of which are individually cut to order and hand-polished to perfection, but that's only the beginning. Part of the Carolina Custom Wheels experience is the prestige that comes from knowing that there will be only 200 wheels produced with whatever design you choose for your ride.

Dorian assumes nothing when it comes to quality. Each piece is checked for run out and quality defects at many stages before final hand polishing, packaging and shipping. Each order is handled separately so the utmost attention is given to detail and finish, this process renders a set of custom parts in about eight weeks, and they are well worth the wait.

For the full theme package, be sure to order a matching set of derby and points covers to go with your wheels. Dorian also builds bike frames, starting as low as $1,600 with all kinds of options to look forward to in the future.

When you order a complete matched set of billet Carolina Custom's wheels, pulley and rotors, you will receive your complete set in the same shipment. Carolina Custom Wheels never makes you wait for the rest of the parts in an order. Dorian knows what it's like to be made to wait, but he isn't any more patient now than he was when he was 15. The truth is, not waiting for the rest of the parts, or not waiting for the pack, is what got Dorian interested in doing this in the first place. *—Jeff Moore*

Carolina Custom Wheels
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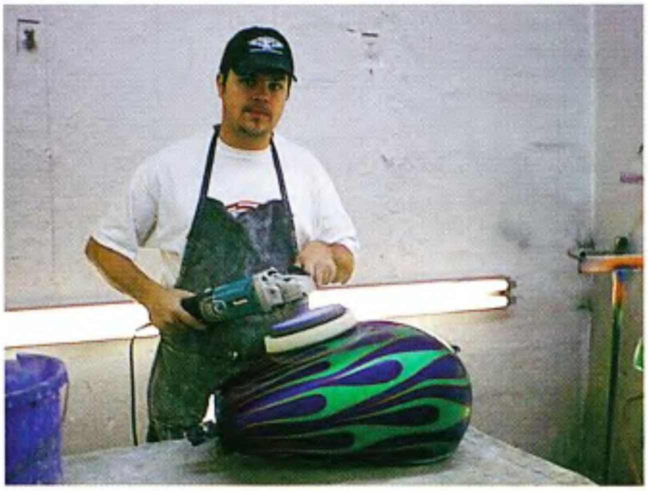
Photo courtesy of Carolina Custom Wheels

EVERYONE WANTS THE ARTIST PLUS TOUCH

Brian's Kustom Paint



Selling auto body supplies for a living wasn't such a bad thing, but Brian Morgan had artistic visions of journeys far beyond the realm of the paint counter. It was 1990 and Brian found himself regularly engaged in high-speed high jinks with his group of Greenville, South Carolina, knee-dragging sportbikers. One of the things that Brian wanted back then was a custom paint scheme for his helmet, and he didn't like any of the choices he was finding anywhere

Brian began to tape out some graphics, but due to a lack of spray equipment, applying the color required him to enlist the help of his longtime friend David Grant. Brian's newly decked out helmet got a lot of attention, because all of the crotch-rocket jockeys in his club wanted him to decorate their skid lids too. Brian was getting busy creating new ideas for full-faced melon covers, but his pal David was loaded down with work of his own. Soon Brian saw the light of inspiration and had to break down and buy a paint gun so he could spray his own color for his own self. Things began to progress rather well from there, and soon Brian was embellishing the helmets of local stock car drivers and drag racers.

One of Brian's really cool riding pards, Shane Looper, used to roll with his sportbike group. Shane's dad, Pur-Paw, made sure there was always an American cruising machine at Shane's disposal (disposal being the key word here...). One day Brian stopped by to visit with Shane, who works at American Biker. He was just finishing a tasty roasting of the tire on his badass, iron head Sporty. Shane convinced Brian to paint some flames on the trashcan near the showroom door. That flame-encrusted shit can reeled in more work for Brian than anyone would have imagined. After all, most of the custom bikes passing through the state didn't have paint this cool. He was still selling paint for a living, but Brian would soon be converting his miraculous talents as a two-wheeled graphics artist from moonlighting mischief to the full-tilt boogie of a fulltime freelance frenzy.

Brian went out and bought his first American V-twin motorcycle, and was bitten by the customizing bug before he hit mile-marker 12. Running into Vince Doll of Redneck Enginuity was one of Brian's biggest strokes of luck, because it was Vince who gave Brian a chance to show the kind of paint he could lay down. Brian was always happy that Vince gave him such incredible bikes to serve as the ultimate canvas for his artistic endeavors. According to Brian, this fortunate twist of fate is responsible for the popularity of his work.

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Photos: provided by Brian Morgan

Point your Internet browser to www.brianskustompaint.com and you can catch a firsthand glimpse of some of the fine work coming out of BKP. Any raw metalwork is sandblasted before the primer coat is applied to eliminate concerns about adhesion. Worrying about the things you do to create a custom paintjob is enough without having to be concerned about the integrity of the products you're applying, which is why Brain's Kustom Paint uses only House of Kolor materials for the best possible results. Brian can keep his mind on true 3-D work that can be seen, "proper-like" from nearly every angle. Around pipes, wrapping across a tank or fender. It's why Brian's satisfied customers call him, "Artist Plus." You don't see a framed piece of canvas artwork doing that!

Brian seems to become momentarily obsessed with each piece of art he creates. He really likes to flex his creative muscles by going all out on a project when a customer brings him something to paint and tells him to "just go for it." That's when he can put an East Coast-style touch on the metal and make it really shine. It's also the time when show-winning paint gets done. There is no limit to what BKP can paint.

One of the things that sets BKP apart from other painters is the ability to produce the entire job at one location. A common list of required steps to get your paint done elsewhere might be as follows: Take your frame to a sandblaster for stripping, then to a body shop for molding, prep, and base-coat work. Next, find a graphics artist, followed by a return trip to the body shop for the final clear-coat step of the process. See how nice it is to have paint done as a one-stop deal. Brian doesn't even hit you with a convenience charge for getting you in and out with the highest quality work at a reasonable price in record time. What a nice young man.

Brian loves the entire process of creating custom paint, and besides Redneck Enginuity, he has done work for Billy Lane of Choppers Inc., and Grumpy's Customs, to name a few. He really enjoys talking to people who have seen his work, and says there's nothing like getting e-mail from someone who has his work on their bike right after they've won a trophy at a bike show. You'll be seeing more of Brian's Kustom Paint. Hook up with him and you can see it on your own bike by calling 864-233-4195.

—Jeff Moore

Now here's a familiar sight, at least to anyone who's been to Sturgis, Daytona, or any other run, rally, or bike show—big or small—over the past three decades. This pair of easy riders are forever rippin' it down the highway, handlebar-to-handlebar and grinning all the way. Donnie Smith and Dave Perewitz, two of the best-known and most-respected bike builders on the planet, also happen to be each other's best friend.

"We just have a lot in common," says Dave, "and it goes deeper than motorcycles. There's a mutual respect we have for each other."

It's personal, too, not only professional.

"I don't know, it's like we've known each other forever." This from Donnie. What he's saying isn't far from the truth, either, because these two go way back, back to a 1974 bike show in Detroit, as a matter of fact.

"That's where I first I met David," Donnie remembers, talking like it was yesterday. "He had a bike there on display, and in the same booth his wife, or more correctly the girl who would become his wife, had set up a little leatherwork shop, selling belts, bags, and

30-YEAR ROAD DOGS

DONNIE AND DAVE Ride Again!

other handcrafted things like that. I've always been into belt buckles so naturally I stopped and bought one. It was a custom-cast 'Number 1' with wings on it. They were asking $20. I offered $15, but they wouldn't budge."

A couple months later Donnie was out in California for the dealer show, which used to be held in the Anaheim Convention Center. Lo and behold there was Dave again. Introduced this time by Arlen Ness, Dave took Donnie's hand right away, telling him, "We've already met. Nice belt buckle, by the way." Shortly after that Donnie and Dave hooked up once again, this time at Arlen's shop, with Arlen pulling an around-the-clocker trying to get a bike ready for the Oakland Roadster Show. Arlen, Donnie, David, Barry Cooney, and Francis Diaz were all asses and elbows for a week, pitching in to help get that bike screwed together and complete by the deadline. "And Dave and I just really hit it off," says Donnie. "We've been tight ever since."

Distance doesn't matter, either. Donnie is up in Blaine, Minnesota, and Dave is in Brockton, Massachusetts, just three blocks away from where he grew up. "I'm always out at his place, he's back here," Dave says. "I got married back in '79, Donnie was at the wedding. He knows all my kids from the day they were born."

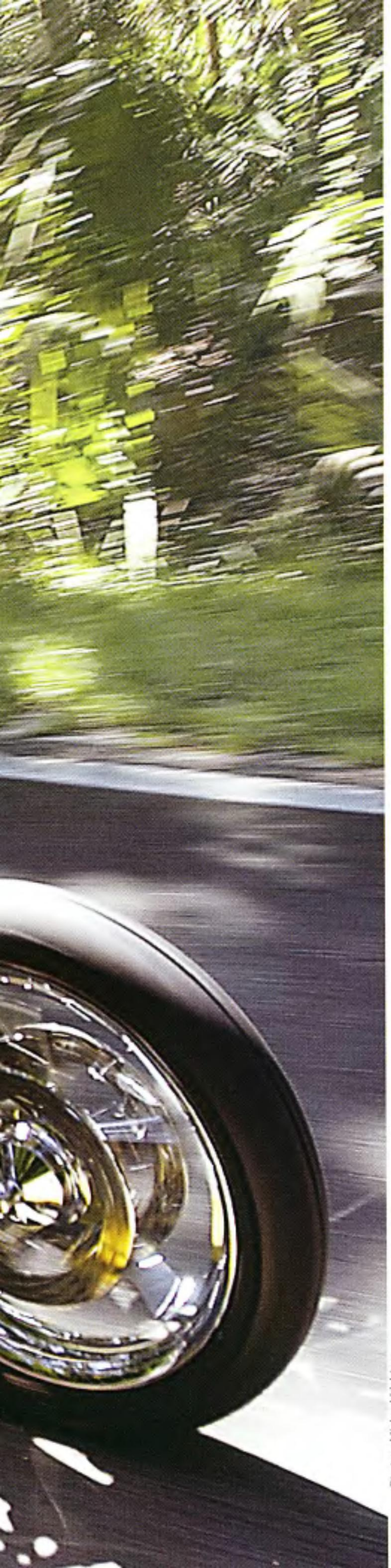
Donnie and Dave will room together at events, too, even today. "We used to try to walk the shows together," says Donnie, but the guys had to give that up because neither one could get two steps without being stopped by someone looking to talk business, which left the other guy cooling his heels. "We split up now," Donnie says, "meeting later for dinner and drinks."

Between shows Donnie and Dave are in constant contact, on the phone an average of once, maybe twice, a week. "And we can go for hours," says Donnie. "Now, I have a pretty good gift of gab," he says, an understatement to anyone who knows him. "I can talk to just about anybody about anything, but with David it's always been different. We talk bikes, sure, and Hamster business, too, but that's always just the starting point."

People might think master bike builders like Donnie and Dave are always in some sort of a competition, constantly trying to one-up each other. Nothing could be further from the truth.

Dave Perewitz

Donnie Smith



Photos: Michael Lichter

"We build because that's what we do," Donnie explains. "And all of us, myself, David, Arlen, Paul Yaffe, everyone, we all seem to be busy enough, plenty busy enough these days, so it's not like we're trying to grab work from each other. We each have our own style, we're all confident doing our own thing."

Doing it for a much wider audience lately, too, what with the boom in the industry these days. "It's just incredible," Dave says, "absolutely incredible. Who would ever have thought this whole custom Harley thing would get as big, and as popular, as it has. I remember the first bike I ever sold for 20 grand, and I was clicking my heels at that." Today that kind of money wouldn't cover the parts bill. But that's not the point.

This is: Dave just did an hour show for the Discovery Channel, one of those *Biker Build-Offs*. After the bike was completed the plan was to ride it from Pensacola, Florida, to Dallas for the judging at our Easyriders Bike Show. Naturally Donnie came down to join his buddy for the ride, "and we were on the road for something like five days together," says David. "It was awesome, probably the best bike ride I've ever taken. Along with Donnie, my whole family came along, my son rode with us, my daughter rode, we had fantastic weather, it couldn't have gone any better."

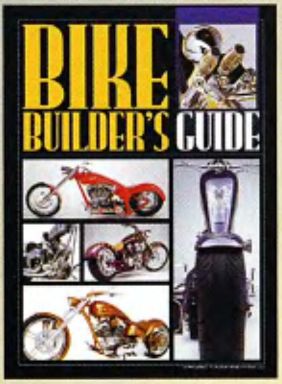
It's probably a safe bet the folks from the Discovery Channel and their film crew weren't ready for the "Donnie and Dave Show," though, because by the time the ride kicked off from the Florida panhandle these two had brought along 60 of their closest pals to join in the fun. "We had seven trucks and trailers show up in Pensacola," Dave says, "every one loaded to the tailgates with bikes ready to go. Guys flew in from all over the country. It was crazy! And Donnie rode right up front with me most of the time."

Where else would he be? True to form, Dave's brand-new TV chopper didn't miss a beat during the 1,000-mile run to Dallas.

That Discovery Channel show pitted Dave in a competition against Florida's Billy Lane. It's scheduled to air sometime in September, '03. For Donnie Smith or Dave Perewitz, TV show or not, the ride was the thing, a chance and an excuse to spend time on the road with a good friend, motors running and looking for adventure. It's been that way for 30 years, "and I have the belt buckle to prove it," says Donnie. He wouldn't trade it for the world.

—Joe Kress

SPECIAL REPORT



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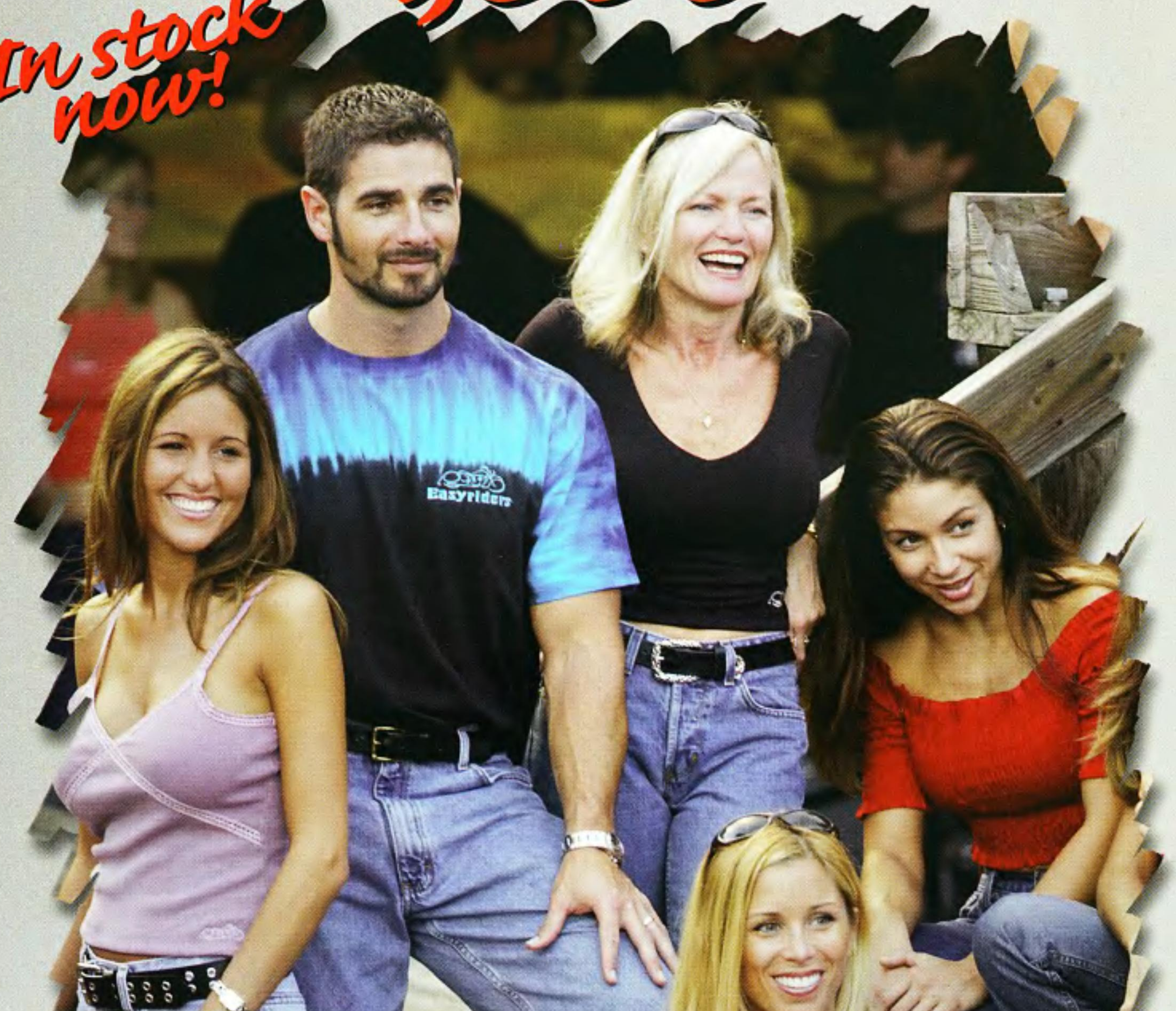

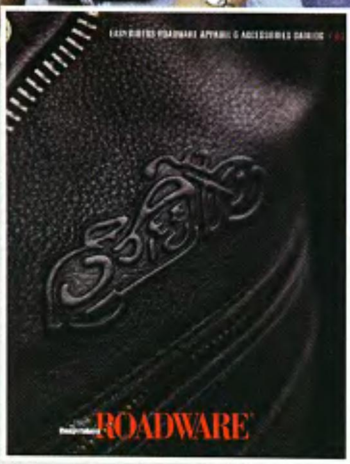

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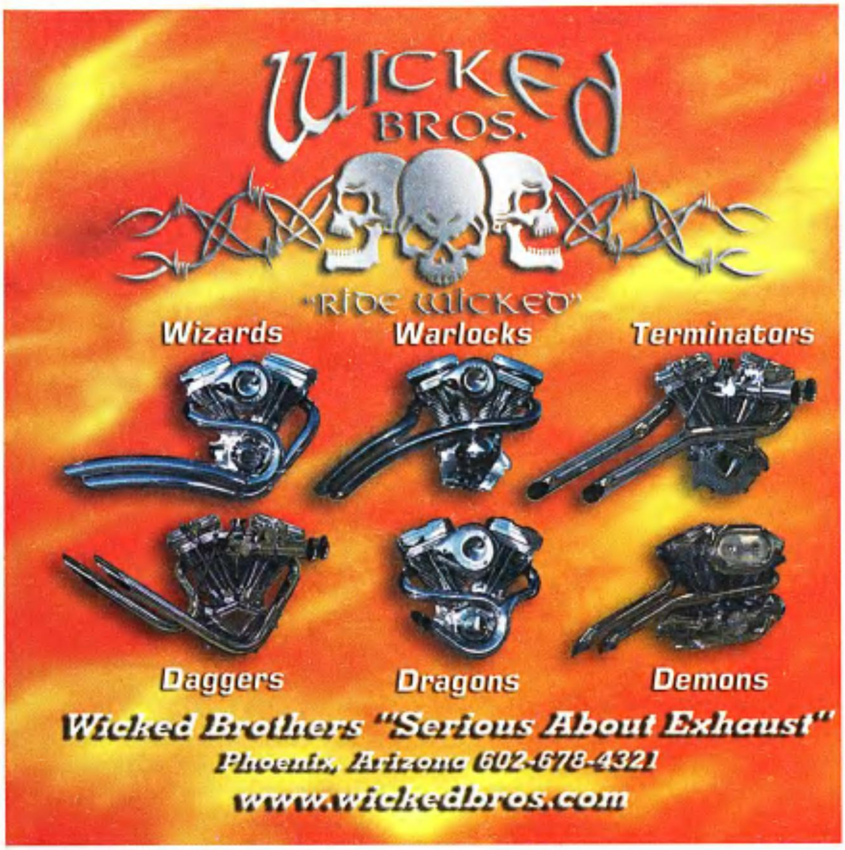

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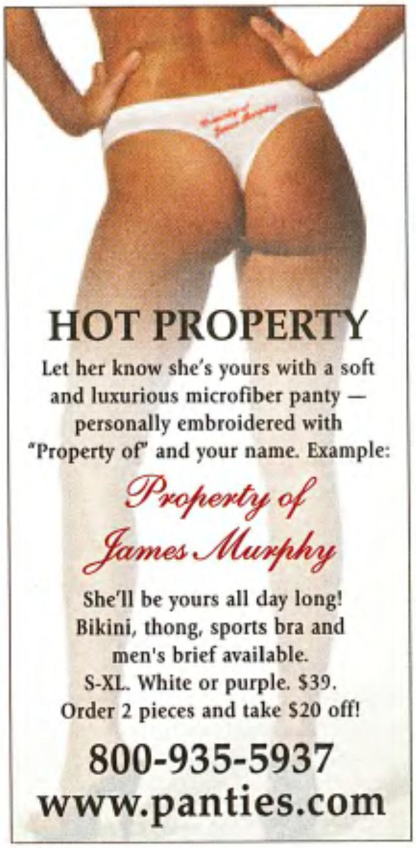

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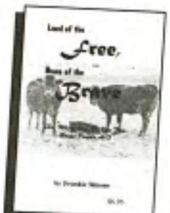

Author Frankie Simons, free spirit, lifelong biker, and frequent photo contributor to *Easyriders*, has done it and counseled many others to freedom.

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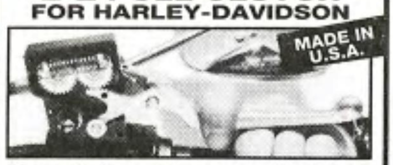

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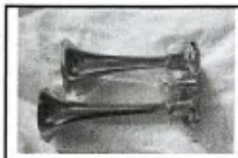

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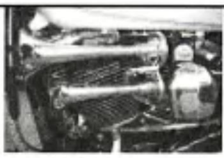

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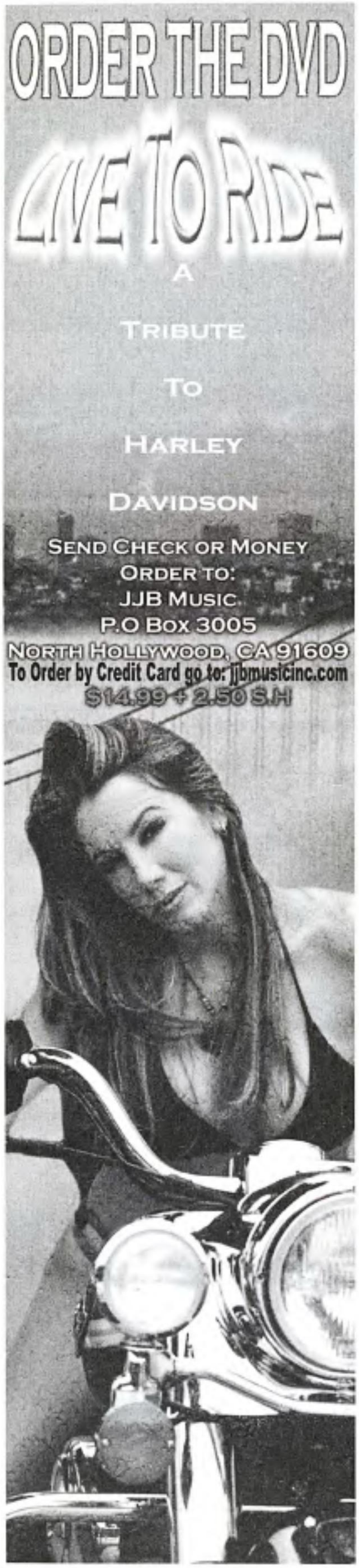
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Rick Rolison

National Law Chart

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State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a, 4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a, 4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a, 4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	r	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

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√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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Appropriately dubbed the 130, this new, motorized mini-chopper features chrome and billet throughout, including a polished aluminum front end, billet trees, billet sprockets, chrome headlight, billet foot pegs, chrome kickstand and chrome handlebars.

The Los Lobos Mini Chopper is powered by an electric start Tecumseh 5.5-horsepower motor and uses a 16-inch rear wheel with billet hubs and stainless steel spokes. The engine is set in a custom-designed and powdercoated steel frame.

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THE SHOVELHEAD CHRONICLES
Part 4—The Final Chapter

As readers of this column must have noticed by now, this project is about finding the best ways of upgrading the outdated components of an old scoot. And if there's one thing I didn't want to compromise on, it was stopping power—even if it meant buying cheap beer for a while.

California affords bikers with a year 'round riding climate and some of the best twisting mountain roads you can imagine, but there's a payback. The cost is that we also have to spend entirely too much time on packed freeways, splittin' lanes and cussin' at cage pilots who are oblivious to the fact that bikes have the legal right to be there. Have an SUV pull right out in front of you a couple of times in freeway traffic and you'll know what I mean. And, of course, there's the fact that virtually any time I find a winding strip of asphalt, I love to hang it all out and ride as fast as the conditions allow. Honest officer, it's my job to ride like this.... In either case, stopping in a precise manner has become a priority.

This is where QTMi/Brembo fits into the Chronicles. We've noticed one name has been prominent on racetracks around the world, and that's Brembo. For instance, take a look at the binders supplied as original equipment on Ferraris, Porches, Ducatis and Aprilias—Brembo.

Starting way back in the '60s Brembo's Italian-based facility has included both iron and aluminum foundries so that they can completely control every aspect of their brakes, beginning with the metallurgy. It also houses some of the world's most advanced machinery needed to meet the demands of NASCAR, Formula I and World Superbike racing.

More recently, one of their Harley-lovin' former engineers saw that heavyweight cruisers could really benefit from Brembo's expertise. And since Brembo does not manufacture chrome components, or the brackets and rotor carriers needed for these bikes, he formed QTM Inc. in partnership with Brembo as a way to bring their product to the custom bike world. What QTMi has come up with are brake packages that fit nearly every Harley built since '84 and even has a

The transformation is nearly complete...

Dual 12.6-inch rotors mean serious stopping power.

The rear bracket makes installation a breeze.

Photos: Ken Ross

clean setup that'll fit square swingarm shovels and even rigid frame rides.

One of the many features that makes Brembo calipers unique is their dual O-ring design. The calipers have a second O-ring near the top of the piston bore which acts as a shield, keeping out unwanted dust and road grime. They're cycle-tested under simulated real-life conditions to 300 years—in other words the calipers should outlast you and your bike! All Brembo calipers are equipped with billet aluminum hard-anodized pistons, while the cylinder bores are also hard anodized. This protects both the piston and bore while helping to ensure smooth piston travel. Some brake manufacturers offer steel pistons against a raw aluminum bore, and these dissimilar materials have different heat expansion and contraction rates, which can lead to the piston scoring the bore, causing failure. With Brembo hardware you can expect to get 20,000-40,000 miles on a set of pads, and their discs will last through two to three sets of pads—but it all depends on your riding habits.

By using a set of Black Bike's 60-spoke wheels, which feature a cross-6 spoke pattern for strength as well as polished billet hubs, we were able to construct a dual disc 21 x 3.25-inch front wheel that'll accept the larger 12.6-inch rotors and Metzeler's new 120-90 tire. The rear gets an 11.6-inch rotor that'll allow the caliper to clear the burly 16 x 6-inch hoop that holds a 180 Metzeler, bringing the wheels on the ol' shovel into the 21st century.

Now that she's up and rolling, it's time to let Rod Requejo, owner of Twisted Metal in Irvine, California, have his way creating the sheet metal that'll give the bike it's overall new look. Look for a feature in an upcoming *Easyriders* on the finished bike. See ya on the road!

—Ken Ross

Source

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RIDE It Home FREE!

EASYRIDERS/J&P CYCLES/ CCI/BIG BEAR CHOPPERS BUILD-A-BIKE DREAM MACHINE – PART 1

The wild custom ride seen on these pages is our computerized rendition of a dream bike that is being built especially for YOU! That's right, it's that time of year again, *Easyriders* has teamed up with J&P Cycles, Custom Chrome and Big Bear Choppers to build you your own dream motorcycle.

John and Jill Parham and the 200 dedicated team members at J&P Cycles are about to celebrate 25 years in the motorcycle industry. Located in the heart of America in Anamosa, Iowa, J&P Cycles literally spans the globe via its retail mail-order business of aftermarket parts and accessories for motorcycles. Every year they publish a mega-catalog that could qualify as the ultimate wish list (you can also access it on the net at www.jpcycles.com) to literally make those bike-building dreams come true.

Now, J&P Cycles and *Easyriders* are working on our third annual build-a-bike contest and thanks to Custom Chrome and Big Bear Choppers, There's going to be another very happy winner, and it might as well be you. Somebody's going to get a phone call from the *Easyriders* office telling them they've won themselves a gorgeous Big Bear Chopper's pro-street Venom built especially for J&P Cycles by master builder Kevin Alsop himself.

J&P Cycles likes spreading the word about their immense line of products and came up with the Bike Giveaway idea because they and *Easyriders* also like spreading some extra cheer especially around Christmas Time. It will definitely be the season to be especially merry when this $25,000 badass blaster built by

Kevin Alsop's Big Bear Choppers will be handed over to its new owner.

Big Bear Choppers has wowed the industry with its new line of Reaper and Venom custom bike kits, with orders lining up around the block. But Kevin and his crew have stopped the production line to build one very special bike for J&P Cycles and ultimately for you. And it's a FREE DEAL. Just add gas (and yeah, tax and license) and ride it away. Sure your photo will be plastered all over *Easyriders* for the world to see but, hey, that's a small sacrifice, being famous, right? If you can handle this show-polished, 100-inch and 100-horsepower RevTech-powered custom, you can handle the limelight.

This year's Build-a-Bike Giveaway is based around one of Big Bear Chopper's complete build-it-yourself kits, in this case their pro-street Venom Bike Kit that's also available through Custom Chrome. A winner in all respects, you might have seen the Venom featured in the May 2003 issue of *Easyriders*. If you can write your name, you could have one rolling into you garage.

Your Venom will include a RevTech 6-speed tranny, Mikuni HRS 42 carb, Pro-One polished "Storm" billet wheels, billet brakes, and of course, BBC's custom gas and oil tanks and fenders, all of it painted up in a killer custom paint job that will look something like the artist's rendering seen here. The building of the bike will be detailed in upcoming *Easyriders* articles as we follow the Giveaway Bike as it evolves from dream to reality, and finally into someone's driveway. But you can't win unless you enter, and that's free, too.

See examples of the kit on the BBC Web site at www.bigbearchoppers.com and there's also tons of cool stuff on J&P's Web site. Like we said, someone's got to win, and it might as well be you. See details on how to enter in the J&P Cycles ad.

—*Paul Garson*

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YAFFE'S GREAT *BIKER BUILD-OFF* BIKE
A Fire-breathing Dragon!

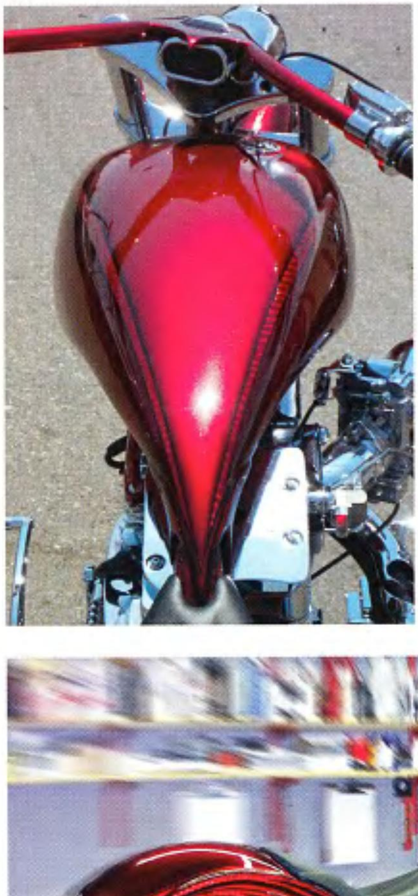
As you all know by now, Discovery Channel's *The Great Biker Build-Off* TV series pits master bike builders against each other in an all out build-off, one against the other all for the glory of more TV coverage. Part 1of the series had Billy Lane building against Roger Bourget. Billy won, going on to Round 2 against Dave Perewitz. Billy won again by a very slim margin. Now, in Round 3 Paul Yaffe aims his two-wheeled talents against old school builder Indian Larry of New York and the winner will take on Billy for the ultimate build-off involving a wild ride to Sturgis, South Dakota. Sure, it makes for interesting TV but it has also spawned some pretty good ideas.

Case in point: Paul Yaffe has taken the televised opportunity to showcase his latest and greatest new frame, tank and fenders. So, we decided to go behind the scenes at Paul Yaffe Originals (PYO) once again to bring you Part 2 of the building of his awesome Discovery Channel bike long before it debuts on your small screen at home, while checking out Paul's latest designs and far flung fabrications.

As seen in *Easyriders* No. 361 (July 2003), Paul wanted to create a show-winning, radical softail-style frame in a pro-street configuration. The bike is very long and low with about 45 degrees of rake when all is said and done. He basically wanted to take the overall look of his famous Prodigy bike to a whole new level. The new design will launch an entire series of products and a rolling chassis kit available through PYO.

This is where television can be effectively used to actually push the custom bike building envelope way past the sticky part. Paul started the Discovery Channel project with his wild new single downtube pro-street frame which holds the bike's oil supply, and he designed a nasty new swingarm to complement the poisonous profile of this sleek sled. Sweeping back to the reversed "S" rear fender struts, one look at this classy chassis tells you it is like no other you've seen out there. Likewise, the amazing faux-oil tank looks more like an organic stomach in the mold of the *Alien* films rather than a place to hide a battery and

The Discovery boys are ready to interview.



other electrical bits. The long, stretched gas tank will complement the long and low stance of the bike as will all new fender designs from Paul. Even the flame-throwing exhaust system for this pavement pounder will be a unique Yaffe design like nothing you've ever seen

The Discovery Channel bike features a show-polished TP Engineering 124-cubic-inch motor, Baker 6-speed tranny, Belt Drive Limited Top Fuel belt drive and some truly wild new signature-series Yaffe wheels by Weld.

Best of all, after all the months of intense research and development that Paul puts into his rolling chassis kits, you'll be able to own this futuristic design to create the ultimate custom, or have Paul build one for you.

After Paul and his talented crew put the finishing touches on this Discovery Channel chop job we'll do a complete bike feature right here in the pages of *Easyriders*. Oh, and once the bike is complete, Paul will have to ride it all the way from Arizona to Laconia, New Hampshire, where he'll face off with Indian Larry. We'll be waiting with baited breath to see who will be victorious. Either way, with a PYO chassis such as this, you're a winner all the way.

To find out more contact Paul Yaffe Originals at 602-840-4205, or visit their Web site at www.paulyaffeoriginals.com.

—Dave Nichols

Photos: provided by PYO

Source

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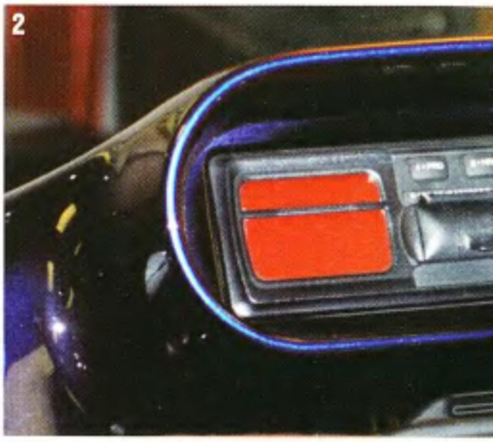


CD/RADIO UPGRADE

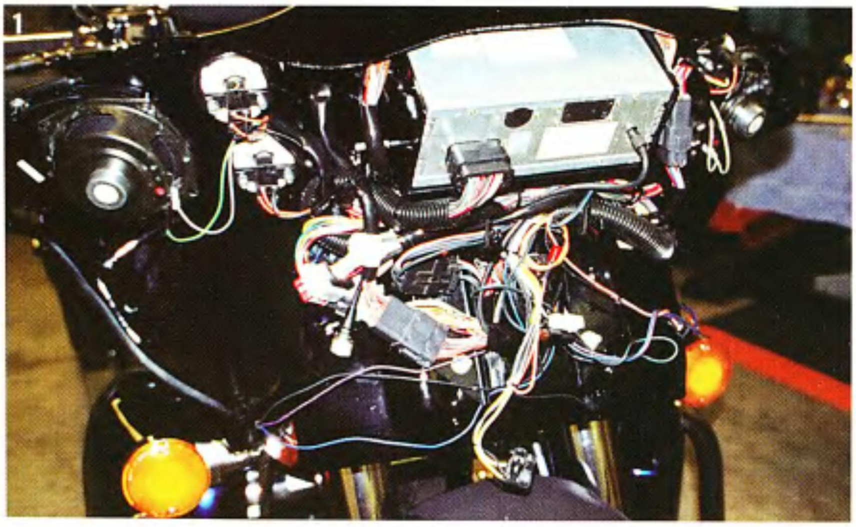
Installing Harley's CD Player/Radio For Dressers

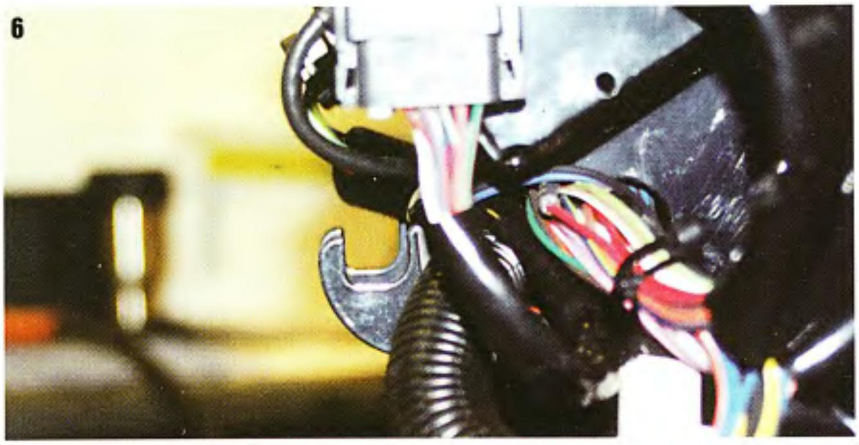
Harley-Davidson's new CD player and radio for their full dresser models is amazing. In fact, it won the coveted *V-Twin* Award for Accessory of the Year at our 2003 V-Twin Expo in Cincinnati. Besides allowing you to play your favorite CDs while cruising down the road, this CD player simply will not skip. You can drive over railroad tracks or even hit potholes and this baby just keeps the tunes comin'.

So, how do you get one of these little wonders in your dresser? Well, you can motor on down to your friendly neighborhood Harley dealer and have them install one. It only takes about an hour and since the wiring behind the fairing of your bike probably looks like a dozen angry squids (Photo No. 1), having Harley install the CD/radio is probably a no brainer. However, should you wish to tackle this task yourself, the folks at H-D have made it very simple.

We took a 1999 Road Glide to Seattle's Downtown Harley-Davidson and asked ace mechanic Mike McNamara to give us the skinny on this quick and easy install. Here's what the old stock cassette player looks like (Photo No. 2). The kit includes the CD/radio player only, but that's all you need. Harley-Davidson Part No. 76164-03 fits 1998 and later FLHTC/I models and Part No. 76146-03 fits 1998 and later FLHTCUI models. The new CD player comes stock in 2003 models.

Once you have one of Harley's nifty new CD/radio units in your hot little hand, remove the fairing. This is done by simply removing the front turn signal brackets (Photo No. 3). Note that one bolt is longer than the other. These obviously go back in the same way they came out. DO NOT





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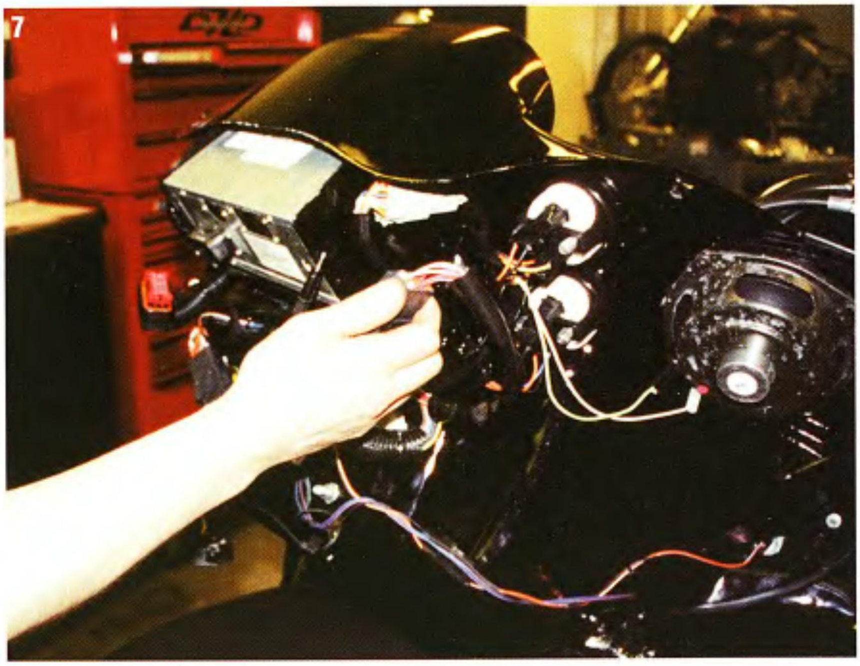

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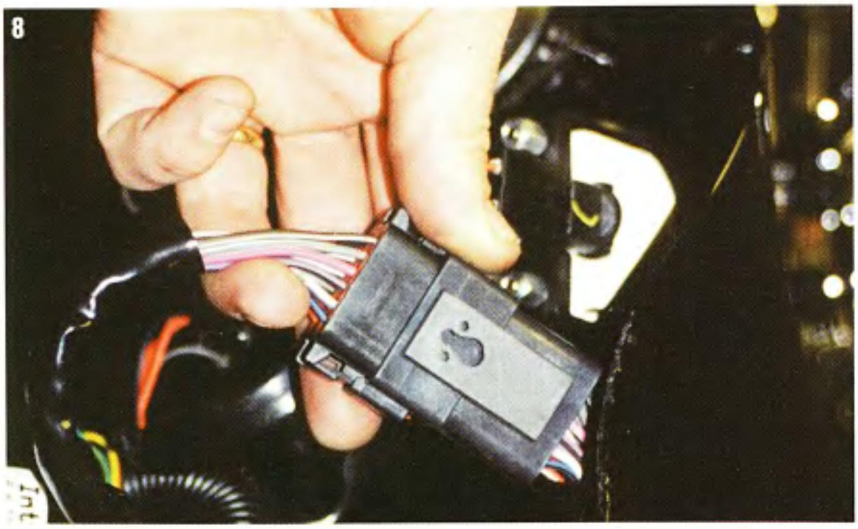

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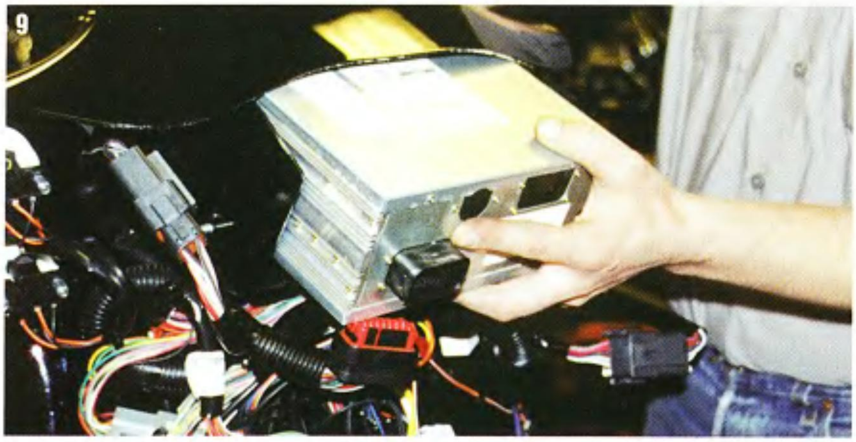
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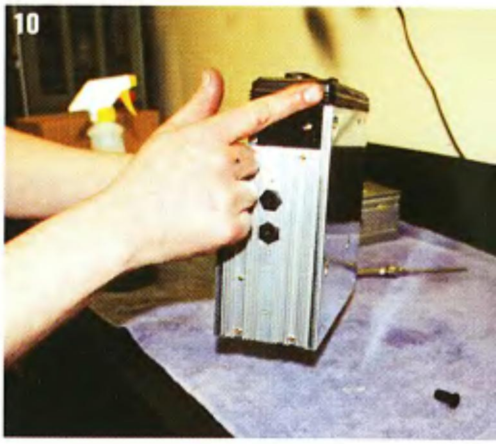
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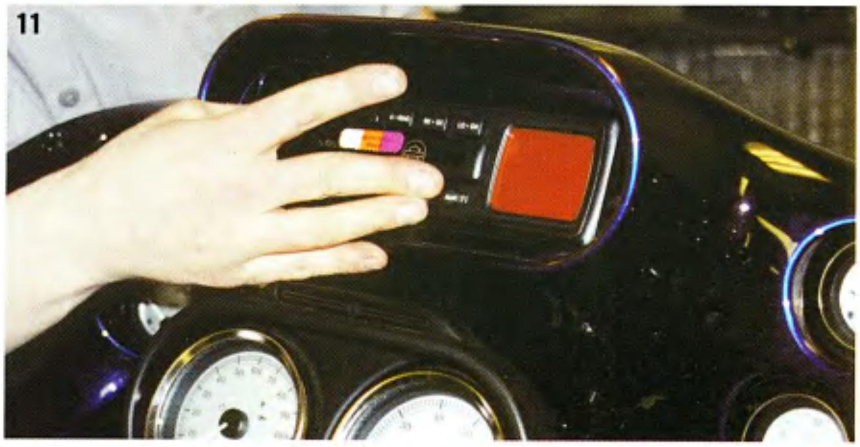
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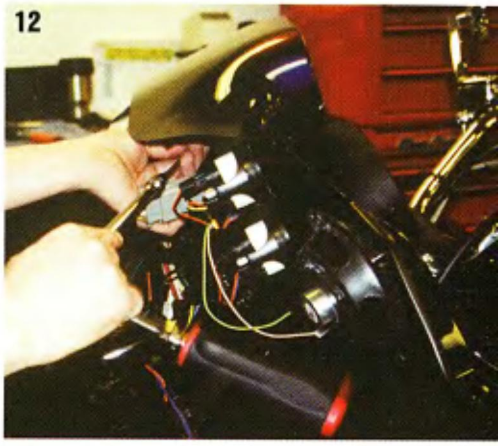
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remove the windshield or you'll be sorry you did. Remove the small bolts that hold the fairing in place (Photo No. 4) and then pull the fairing forward and up (Photo No. 5). There are two small hooks that hold the fairing snugly in place (Photo No. 6). Inside the fairing you'll see the wiring for the headlight which unplugs. Set the fairing aside and unplug the wiring harness leads from the stock cassette player/radio unit (Photo No. 7). The back of the plastic wiring connectors have a simple plug/unplug hole which allows for quick installation (Photo No. 8). Quick is a good thing this time.

The old unit is secured by four small bolts. Once they're removed the radio pulls out through the back of the instrument panel (Photo No. 9) and can be sold for big bucks at a swap meet (uh, I didn't say that). Spray a little Windex on your finger and rub it around the rubber sealer of the new CD/radio unit (Photo No. 10). This helps the snug li'l unit slide into place. One you have placed the CD player through the gaping hole in your instrument panel from the back (Photo No. 11), secure it to the mounting plate using the same damned fasteners that came out of your old cassette player (Photo No. 12).

Now is a good time to check the connection points of the plastic plug-in wiring harness. Make sure there's no bugs or road grime squashed in there (Photo No. 13). Plug the wiring connectors back in and secure them back in the housing (Photo No. 14). Now you're ready to plug the headlight wiring back together (Photo No. 15) and put the fairing back on. Remember that there are special plastic grooves cut into the fairing where it connects to the instrument panel that seats the fairing into place. The fairing will still screw together without these grooves locking together but you won't have a proper seal to keep water out.

You're now ready to go for a ride and check out your new CD/radio player. The controls all work exactly the same way that your old cassette/radio unit did. Just set your clock and go for a putt. The Fryed Brothers and Bob Seger have never sounded so good. *—Dave Nichols*

Sources

DOWNTOWN HARLEY-DAVIDSON
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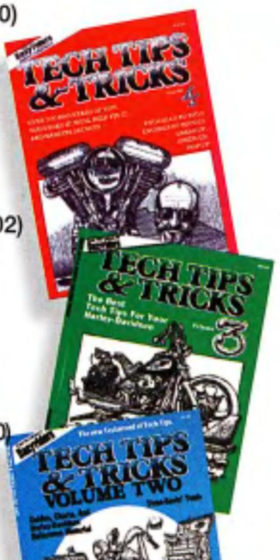

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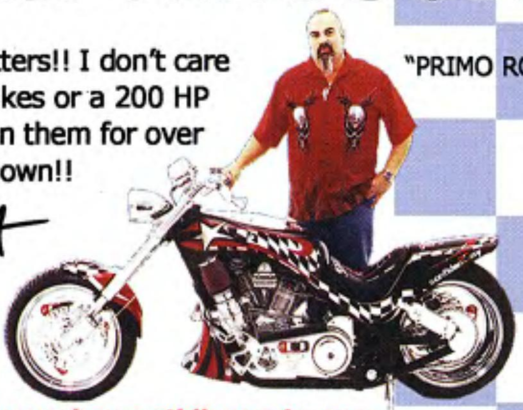

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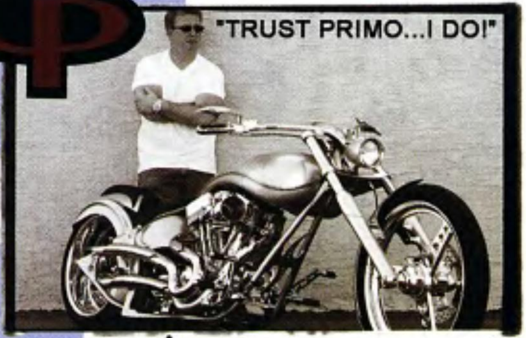

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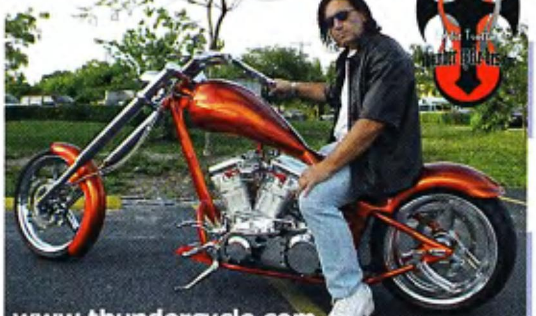

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ReadersRides

Chris Swift
St. Ann, Missouri
1955 Pan-Shovel

Just look at that sexy chassis, those ravishing looks, that classic rear end.... Dressed only in her bare necessities, this sweet, alluring beauty makes us drool over each and every crevice, every subtle curve, every sensuous line. How we all look at her and just ache for the opportunity to mount her and ride her into exhaustion, until we are spent and drained and collapse happily next to her, dreaming of how we'll ride her even harder the next time.

And according to Chris, in whose home she dwells, she is extremely rideable. Not that he would share her, though. Jealously guarding her every move, Chris knows exactly what treasure he's got in her. After all, it is he who once found her, discarded, devastated, a virtual basket case, and made her into the shining beauty she is today.

In fact, he invigorated and reconstituted her to the extent that now, as he would put it, she easily keeps up with the fillies to which his friends have attached themselves, although those are usually members of a much younger generation. Not that she even comes close to looking her age, but there are certain, subtle signs that she has not quite reached that evolutionary stage in which her jugs and everything around them would become firmer, sturdier, infused with modern materials to which her slender body is unaccustomed.

Spiritually, although she's more mature and experienced than her younger counterparts, she is purer, less adulterated than they are. She reminds us of the days when young men's hearts, filled with lust and adventure, were beating in unison with hers and those of gals like her. She does make old men wish for younger days and green with envy that Chris, not a man of unlimited means, can call a beauty like this his own.

And then, of course, there's the lovely Michelle.... *—Tripper*

Photos: owner

ReadersRides

Dewey Gregory
Napa, California
2002 Special Construction

Don't call him a momma's boy, just because Dewey has dedicated his motorcycle to his dearly departed mother. And the fact that he has spent the last 10 years of his mother's life taking care of her—thus unable to be gainfully employed and sit in rush hour traffic like regular folks—doesn't make him a wuss!

Just listen to his latest harrowing adventure, and you'll appreciate Dewey for the man he really is. "I took the bike to the Street Vibrations in Reno in 2002, and it got stolen," Dewey opens his dramatic tale of love lost and…yes…reconquered. "But I got it back, and in one piece!"

With the sounds of trumpets drowning out my question, Dewey has already anticipated it and says, "The North Hollywood police had a snitch, so they found it and called me 17 days later. The thief had taken my bike along with 12 other ones, and apparently he told them that my bike was too pretty to tear apart."

What makes Dewey's bike so pretty, aside from the heart-felt dedication to his mother and the PPG acrylic urethane in pearl yellow (laid down so deftly by none other than Kevin Haley at Haley's Art), might also be the 2002 fully polished S&S Super Sidewinder with its 113 cubic inches and the Thunder Cycle velocity stack. And those Jesse James Hellbent pipes. Or maybe the 2002 Santee softail-style frame cradling the polished RevTech 6-speed overdrive tranny with the 32-tooth tranny sprocket. Or those fine Flanders handlebars with the Tradewinds 5 3/4-inch chrome headlight. Or maybe it was the HiTech double-row taillight that so enraptured the thief.

The possibilities are endless and don't necessarily conclude with the Smooth Silhouette seat from LaPera or the 1-by-3-inch custom risers. But whatever it was that intimidated the thief or made him hesitate, there's one lesson we can learn from all this: It sometimes pays to ride something real pretty, even if you're a true macho man. Just ask Dewey.

—Tripper

Photos: owner

John Miller
Mechanicsville, Virginia
1998 FXDWG

Bought in July 1999 with only 2,000 miles on it, this '98 FXDWG was in bone-stock condition and eager to hit the scenic roads around the Chesapeake Bay, where her owner works as marine police officer. John makes sure that commercial fishermen, pleasure boats, and drug smuggling rigs all entering the bay have current and proper licenses.

The Dyna Wide Glide, dressed in her stealthy Sunday best—subtle hues of gray and black with just the right amount of chrome to imitate the glistening waves on a sunny day on the bay—plays an important part in her owner's life. She shows us this fact by proudly displaying the words "Bay Cop" on her license plate. John makes sure that rum runners, illegal aliens, or even worse, terrorists, have no chance of escaping his territory, be it on the water or on dry land.

"I took her apart completely in January of 2002," John explains his strategy. "I took the motor to Easyriders of Richmond, where my wife, Robyn, used to work, and they hopped it up with a Crane 326-2 cam, a HI-4 ignition, and an S&S carburetor, plus a set of Bub Chambermaids."

Sammy Tyler laid on the black gold with the magenta flames, and to make sure he could stop on a dime—or a dime bag, whichever the case—John insisted on brakes from PM, so now even the slickest criminal is no match for those gripping Dunlop tires.

"So far, I've put 26,000 miles on her in those two years since I've reassembled her," John says proudly. And indeed, the Dyna does not complain about not getting out enough. Seems the only one complaining these days is Robyn, because, as John says, "I changed the original seat in for this little pad...."

But why switch the seat back when you can get a Heritage Softail Custom instead and treat the lady to a ride she'll enjoy in total comfort, right? Because that's what John plans on doing next. Will the Dyna retire? Hell no! The Chesapeake Bay will remain safe for years to come, if she has anything to do with it. *—Tripper*

ReadersRides

Dennis Dardanelli
Campbell, California
1984 FXRP

This Reader's Ride article officially does not exist, so whatever you're reading here, well...you haven't read it here. Why, you might ask. Well, seems the bike's builder had more lofty goals in mind than a mere Reader's Ride (that really hurts, Dennis).

Normally, we would have obeyed our readers' wishes, since the customer is always king with us, but seeing how far we've already progressed with production, we decided to go ahead and feature Dennis' bike here against his wishes. Sorry Dennis.

"This bike has had a lot of work done to it, maybe even so much that it is missed by most people," explains Dennis, who apparently built the bike himself. "I'd of course like it to be in

Easyriders, but I don't think a reader's ride would amply cover it."

Since the bike isn't supposed to be in here, we can't really tell you what all these special features might be. You see, since Dennis now wants some other magazine to recognize the bike for what it is and honor it with the full-fledged feature it so obviously deserves, he didn't divulge many of the bike's wondrous secrets.

"The pipes are now ceramic-coated and the stupid heat shield's taken off," Dennis inadvertently lets out one detail. "Everything else is polished aluminum, there's no chrome left on the bike." The gentle reader will have to figure out some of the other details him/herself.

Dennis says he's been painting bikes for the past 22 years and has even painted a few masterpieces for Arlen Ness, but he's also been building bikes for a long time, mostly for himself in the early days, and lately more and more for other folks. "Especially in the last three or four years, I've been doing a lot more building and much less painting," he says.

So, in summary of what you just have not read, let's just say that this non-feature is merely a preview of what's sure to come in some other magazine in the near future.

But then again, you haven't read it here first. *—Tripper*

Photos: owner

DOES SIZE REALLY MATTER? *Of course it does!*

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In the past year, demand for **MAGNA-RX+** has exploded as word of mouth spreads about what medical experts have called the world's most powerful *Penis Enlargement Formula.* Dr. George Aguilar has led a dedicated team of accomplished biochemists working in one of this country's most state-of-the-art pharmaceutical laboratories to create **MAGNA-RX+**. The result of their diligent, disciplined work is a proprietary, all-natural botanical formula for men, just like you, who want bigger, thicker penises... FAST!

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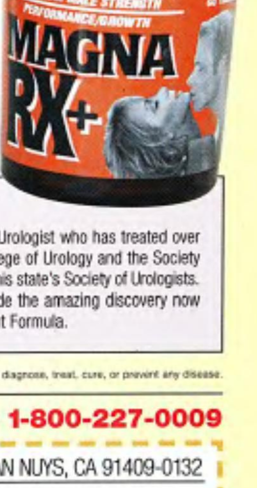
–TM, Oklahoma

"I don't mind telling you that... I went from 3-1/2" to 6". I'm trying for even more."
–RC, South Carolina



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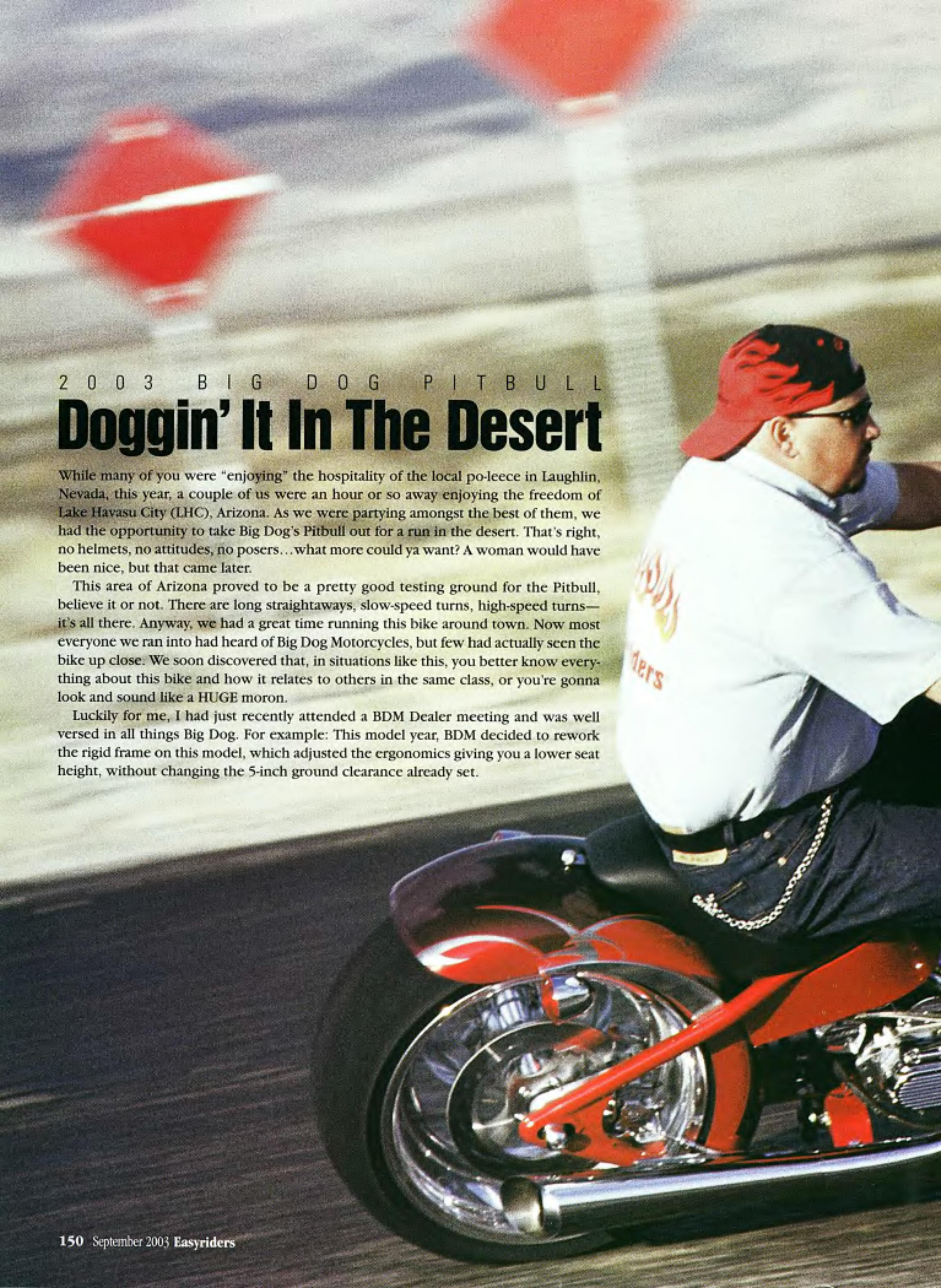

2003 BIG DOG PITBULL

Doggin' It In The Desert

While many of you were "enjoying" the hospitality of the local po-leece in Laughlin, Nevada, this year, a couple of us were an hour or so away enjoying the freedom of Lake Havasu City (LHC), Arizona. As we were partying amongst the best of them, we had the opportunity to take Big Dog's Pitbull out for a run in the desert. That's right, no helmets, no attitudes, no posers…what more could ya want? A woman would have been nice, but that came later.

This area of Arizona proved to be a pretty good testing ground for the Pitbull, believe it or not. There are long straightaways, slow-speed turns, high-speed turns—it's all there. Anyway, we had a great time running this bike around town. Now most everyone we ran into had heard of Big Dog Motorcycles, but few had actually seen the bike up close. We soon discovered that, in situations like this, you better know everything about this bike and how it relates to others in the same class, or you're gonna look and sound like a HUGE moron.

Luckily for me, I had just recently attended a BDM Dealer meeting and was well versed in all things Big Dog. For example: This model year, BDM decided to rework the rigid frame on this model, which adjusted the ergonomics giving you a lower seat height, without changing the 5-inch ground clearance already set.

Or how about the fact that BDM is also using the Baker 6-speed to complement the 107-inch S&S motor propelling this bike down the road. Or how about the fact that with the way the rake and stretch are figured (35 degrees with a 4-inch stretch) into the 72-inch wheelbase, and utilizing a fat, 250 x 18-inch rear wheel, this is one of the smoothest riding rigids on the market.

Now if ya want to be a real brainiac, you need to talk about the completely reworked electrical harnesses, wiring systems and BDM's "tattletale" programs. This last one is always a great conversation grabber. BDM has improved their software programs to allow their trained mechanics to receive even more info on how a particular model has been run. So, if you're thinking about telling your mechanic that you, "have no idea what

happened. One minute it's runnin' fine the next…BOOM!" You can forget about it. This program will tell them how many times the bike redlined, how many hole shots you did…all that good stuff.

Now, when I said this was a "smooth-riding rigid," keeps this in mind: It's still a rigid. You'll feel the road underneath you, however, nowhere near as much as you would think. That 250-series rear tire soaks up a lot of pounding. You definitely will not feel every cigarette butt left lying on the ground, but it's not gonna be like you can't feel the smaller potholes either. But, again, it's a rigid and that's what riding a rigid is all about.

Don't just take our word for it, try it yourself. BDM has joined several of other companies in allowing you to test ride these bikes before you buy. Practically at every big run/event that BDM attends, there's an opportunity for a test ride. Also Big Dog Motorcycle's Web site www.bigdogmotorcycles.com is outstanding in the way of providing you with as much info as possible on their new lineup. But don't forget its other features. Besides the full product line, you'll be able to compare each model with a complete tech sheet of each bike, custom paintwork, accessory options, you name it, along with a complete dealer listing to find the closest Dog pound to you. Or, you can do it the old-school way and call them at 316-219-6526.

Now, about that "woman" request… it goes like this. When showing the bike off, and a little lovely strolls by and asks questions, you say, "here, take a seat on it, sure it's okay. Man you look really good on that bike, tell me, do you do much modeling because…." *—Oil Can*

Owner: ....Should be you
City: ....Your Town, USA

General

Fabrication: ..Big Dog Motorcycles
Year/make: ....2003 BDM
Model: ....Pitbull
Assembly: ....BDM

Engine

Year: ....2003 S&S/BDM
Rebuilder: ....BDM
Displacement:......107 cubic inches
Cam: ....S&S midrange
Carb: ....S&S
Pipes: ....2-into-1 Hooker

Transmission

Year/make: ....2003 Baker 6-speed

Painting

Painter:.....................................BDM
Color:............red here, but you can choose otherwise
Type:..PPG
Special paint: ....it's all special

Frame

Type: ....rigid
Rake: ....35 degrees
Stretch:...............................4 inches
Shocks: ....it's a RIGID

Accessories

Handlebars:............pull back drags
Risers: ....in integral
Handlebar controls: ....BDM
Fenders: ....two of steel
Headlight: CCI
Taillight: CCI
Speedo: ....BDM
Pegs: ....BDM
Foot controls: ....BDM
Gas tank: 5-gallon
Seat:..BDM
Mirrors: ....two as required
Grips: ....BDM

Front end

Type: 41mm

Wheels

Size: ....21-inch front/ 250 x 18-inch rear
Tires: ....Avon
Brakes: ....Performance Machine
Photos: ....Ken Ross

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TOM WOJAHN

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ComingAtYa

The awesome October issue of *Easyriders* (No. 364) offers a ghostly gathering of dazzling scoots from haunted Harleyville and master builders Billy Lane and Dave Perewitz. We'll also test ride one of Minneapolis Custom Cycle's cool choppers.

This is our annual "Tattoo Special" bringing you some of the best Biker Tats torn from the pages of our sister publications. Come along with us to the mighty Laconia Bike Week, check out a behind-the-scenes look at what's goin' on at American IronHorse, and visit the Donnie Smith Bike Show. We'll give you two terrific guides in this issue, one that looks at Primary Drives and one that tells you everything you need to know about Biketoberfest. PLUS newsstand buyers get 32-pages of six sizzlin' scoots that we call "Killer Kustom Choppers." *On sale September 9th.*

The too succulent September issue of *V-Twin* magazine (No. 29) offers up ten custom bikes from mild to wild as well as industry profiles on Dennis Kirk, American IronHorse and Dynatek. Dare to ride with us to Myrtle Beach for all the motorized madness, check out the latest from Performance Machine and get two great guides, one to Harley-Davidson's 100th Birthday Bash in Milwaukee and the other showcases aftermarket Primary Drives for your scoot. We'll also offer the weird wayward story of two madcap motojournalists who invade Daytona Beach during Bike Week in an article we like to call Lucy and Ethel Do Daytona! All this plus our 32-page Bike Builder's Guide to creating your own cool custom bike, for our newsstand buyers. It's all in the September issue of *V-Twin*. *On sale August 12th*

The *August* issue of *Biker* is comin' atcha packed with not one but *two* covergirls that are *Penthouse* Pets and the full skinny on the *Biker/Penthouse* Party 'n' Bike Show in Sturgis, as well as our usual twisted entertainment. *On sale now.*

In the September issue of *In The Wind* (No. 114), see Daytona's soggy Bike Week, and Chopper Steve's old-school chopper, with a fox named Amber. The outsert reviews the Easyriders Bike Show Tour 15 (newsstands only). *On sale now*

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